



## INTIMATION

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1821.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

PORTS  
AND  
SIERRIES.  
BOTTLED BYGEO. G. SANDEMAN, SON &  
CO., LTD.

LONDON, OPORTO &amp; XERES.

PRICES.

PORTS : PER DOZ.

DOURO .....	\$15.00
OLD TAWNY .....	18.00
INVALID .....	18.00
ESTRELLA .....	24.00
XXXXXX .....	27.00
VERY OLD TAWNY .....	42.00
OLDEST & FINEST .....	50.00

SIERRIES :

LIGHT DRY .....	\$1.30
SOLERA .....	18.00
VERY PALE DRY .....	18.00
FULL GOLDEN .....	21.00
PALE DRY NUTTY .....	21.00
FINE OLD BROWN .....	36.00

A. S. WATSON & CO.  
LIMITED.Agents in Hongkong and South China for  
Sandeman's Wines.

ALEXANDRA BUILDINGS.

in the case of the animal jealous for its habitat, the pike for its own particular pool, the eagle for its eyrie, the carnivorous brute for its own section of jungle. Given a certain time of isolation, and a certain sort of ignorance, and that instinct persists in the human animal. The third indictment mentioned by Professor JENKS is really a part of the first. Most Chinese litigation appears to be between members of different clans, and when the missionary sides with a convert, he is sure to find himself embroiled in some family jar. Summing up the good the missionaries do, the Professor mentions medicine, education, and religion, in that order. The first is admitted instantly, the second needs qualifying, and the third is certainly the point about which controversy could rage. Professor JENKS handles it rather gingerly, as a wise man should. He says: "So far as the missionaries in their religious teaching oppose the doctrines of the Chinese religions on the mere ground that they are non-Christian or that they interfere with Christian worship, they are, in my judgment, mistaken and should not be encouraged in this teaching." On the other hand, wherever they can show that some of the beliefs or doctrines which have crept into the religious creeds of the Chinese people tend to encourage superstition or tend to oppose progress, and so far as they can show that these characteristics are wrong because they are unscientific, or do harm to the State as is shown by their results, there can be little objection to this criticism of the Chinese religion any more than there would be to similar criticism which might be equally true of some of the doctrines and practices taught in the Christian Churches."

The passage beginning with the words "On the other hand" has its importance vitiated by the reference to superstition. Who, whether they accept the definition that all belief in the supernatural is superstition, or not, will give to the foreign advocates of rival creeds the right to say which of the many Chinese beliefs are superstitious, and which not? In his commentary on the principles of the various religions that are being imported into China, the PROFESSOR has obviously been led into very unwise insinuations against the Roman Catholics. Implicit obedience to religious teachers as a practice is scarcely worse than the individual's obedience to the dictates of his own conscience, since there are so many unable to distinguish impulses and appetites from the voice of the mysterious attribute referred to. Professor JENKS does not give the result of his historical studies honestly, or at least carefully, when he credits religion as the sponsor of the individual liberty enjoyed in Europe and America. The church almost invariably sides with the class that would have restricted liberty, and on many occasions it was its intolerance that made men strike for liberty. Of all the tasks sought to be imposed on the unhappy Government of China, we can imagine none more Sisyphean than this now recommended, that it should study the various religious creeds, with a view to discriminate against those tending to national disunity. China would do better to copy Japan's example, and by ignoring them as political factors, reduce their capacity for mischief. They have a recent object lesson in the labour demonstrations in London and St. Petersburg. A contemptuous tolerance maintained the peace in one case; official interference, in the other, led to massacres and revolutions.

Three plague fatalities were reported yesterday. One of the victims was found in Reclamation Street at Mong Kok Tsui.

The German Emperor on the 23rd ult. received naval captain Hofmann, who had returned from the Far East.

The grand jury at Cleveland, Ohio, has indicted Dr. and Mrs. Chadwick on the charge of forgery of the name of Andrew Carnegie to a note dated May, 1902, for the sum of \$1,000,000.

It is suggested that Baron Speck von Sternberg may be transferred to one of the European capitals, and be succeeded at Washington by Baron Munim von Schwartzstein, now German Minister to China.

Not for years has London been so completely at the mercy of fog, says a Home paper of the 23rd ult. For two days and two nights the Metropolis of the British Empire has been less habitable than the least desirable settlement of its far-off possessions.

On Thursday night last, Yang Wo, a coolie, forced an entrance into No. 13, Albany Street. He took therefrom a bundle of clothing and a pair of shoes, with which he was marching off when arrested by a Chinese constable. At the Police Court yesterday he appeared before Mr. Gompertz to answer a charge of house-breaking. He was sentenced to four months' imprisonment and six hours' public exposure in the stocks.

The French sisters of the Asile du S. Enfant have sent us a souvenir in memory of the late Bishop Piazzoli. It consists of a photograph of the deceased prelate, very neatly printed on art paper by the Nazareth Press at Pokfulam.

Mr. G. S. V. Bidwell, foreman of the Mi-ho-loongs, has been elected Chief Engineer of the Shanghai Fire Brigade in the place of Mr. K. W. Campbell, resigned. There were three nominees for the post, Messrs. E. Lemiere and H. B. Emerson being the other two.

General Okunawa, Chief aide-de-camp to the Emperor, and Major-General Muraki, Chief aide-de-camp to the Crown Prince, left Tokyo on Jan. 18 with Imperial messages and presents to the Imperial court for all the members of the expeditionary forces.

Notwithstanding the present tightness of the money market, we learn that Messrs. Soars & Co. have been successful in selling some large and valuable lands in Kowloon. Kowloon Marine Lot No. 47 was sold in December for \$250,000, and the same firm have just concluded the sale of the adjoining lot, No. 48, which fetched \$191,918.25.

The N. C. Daily News had this comment on the 23rd inst.:—The Hongkong Daily Press gives a long account of the demise of the old firm of Turner & Co., and the departure for Home of the last manager of the firm, Mr. R. C. Wilcox. It may be mentioned that for many years, and up to the end of 1904, Mr. Wilcox contributed the weekly "Notes from the South" to our columns.

The foundation stone of a fine new hotel, the Palace Hotel, on the Bund at Shanghai, has just been laid. The following inscription tells when and by whom: "This stone was laid by F. Anderson, Esq., Chairman Shanghai Municipal Council, January 21st, 1905. Directors: G. I. Shekury, Esq., Chairman, A. R. Murphy, A. E. Flagg. Architects: Messrs. Scott and Carter."

The Shanghai Taotai received on Jan. 20th a despatch from H.E. Vice-roy Chou Fu, at Nanking, informing him that instructions have been received from the Waiwupu, in deference to the request of the Japanese Government, to prohibit, for the present, Chinese merchant vessels (steamers and sea-going junks) from going to Port Arthur to trade. The Shanghai Taotai was also instructed to communicate with the Commissioner of Customs requesting the latter to see that this prohibition is obeyed.

It is reported, a propos of the present illness of the Empress Dowager's favourite retainer, the well-known chief eunuch, Li Lien-ying, who has been lying sick for the past three weeks from a combination of causes, and whose suffering the doctors of the Imperial College of Physicians in the capital have been at their wits' end to alleviate, that the Empress Dowager is much alarmed at the condition of her favourite, and has therefore offered a reward of one thousand taels to the physician who shall effect a cure.

The Hon. Treasurer of the Alice Memorial and Nethavole Hospitals begs to acknowledge with thanks donations of \$100 from Messrs. Reiss & Co., D. Sisson & Co., U. H. Deacon, Hongkong & Kowloon Wharf Co., J. J. M. Smith, and the Hongkong & Shanghai Bank; of \$75 from B. E. Dixon; and £50 each from Hon. Sir C. P. Chater, J. D. Humphreys & Son, Ashbold, Kerberr & Co., Carlowitz & Co., W. G. Humphreys & Co., Johnson, Stokes and Master, Law Wah Chun, E. E. A. & C. Telegraph Co., and Lane, Crawford & Co.

Two small boys were placed before Mr. Gompertz at the Police Court yesterday charged with snatching an "arpick" from a Chinese lady in Connaught Street. The first defendant was sentenced to three days' imprisonment, six hours' stocks and ten strokes of the birch, while the second was to receive the same number of strokes, sit in the stocks for six hours, and go to gaol for one month. A similar offence was committed by another native youth in Queen's Road. One month's imprisonment, six hours' stocks, and ten strokes of the birch was the sentence.

We have been favoured with a copy of a pamphlet issued by the committee of the St. Francis Xavier School at Macao, giving the results of the final examinations for 1904. The St. Francis Xavier School was started by public subscription and is being maintained by donations, no fee being charged. The priests of the Seminary of St. Joseph are in charge, and the school, although proving a boon to the poor Chinese boys, requires financial support for its upkeep. The number of pupils are increasing, and the committee is trying to find further accommodation for them by establishing a branch school in another district. A bazaar is proposed to be held at Easter to raise a fund.

Steps are being taken in Peking, among the Chinese merchants, for the organisation of a Board of Trade. They have received the consent and co-operation of the Board of Commerce, who have agreed to appoint two subordinate officials to attend every other day and assist in settling matters that otherwise might take the time and trouble of the larger Board. Small difficulties are to be settled here and there made for extending the commercial interests of the city. The location has been decided on, not far outside the main gate of the city. Also, says the N. C. Daily News, the establishment of a bank has been decided on. The bank is to be opened for business in the first month of the New Year. The bank-notes are to be printed in Japan and a special commissioner is to go to Japan and see to the printing of bills to the extent of three million taels.

On Thursday night last, Yang Wo, a coolie, forced an entrance into No. 13, Albany Street. He took therefrom a bundle of clothing and a pair of shoes, with which he was marching off when arrested by a Chinese constable. At the Police Court yesterday he appeared before Mr. Gompertz to answer a charge of house-breaking. He was sentenced to four months' imprisonment and six hours' public exposure in the stocks.

The Hongkong Observatory yesterday issued the following report:—Gradients are increasing on the east coast of China and fresh to strong N.E. monsoon will be met with in the northern part of the China Sea. Forecast.—Moderate N. to N.W. winds, fine

Mr. Bruce Shepherd, the land officer, is ill at Government Civil Hospital.

Capt. Aimesbury, master of the ship *Atlas*, now a Shoo gnat, committed suicide by shooting himself on the 23rd inst.

Dr. W. W. Perso last evening delivered a lecture on "The Atmosphere" to members of the Hongkong Sanitary Institute.

A coolie from Macao yesterday while dodging one electric car, bumped his head against another travelling opposite. He sustained several nasty scalp wounds.

At 3 p.m. yesterday a coolie while working on a building at Kau Y Fong fell down a flight of steps and fractured his skull. He was taken to Government Civil Hospital in a dying condition.

Capt. Pennyfather, of the China Navigation Co., *Taming* has been transferred to the *Sung-kiang*, vice Capt. Robinson transferred to the *Shaotang*, vice Capt. Warrack transferred to the *Kansu*.

The following announcement appeared in the parish magazine of a well-known City church: "On Wednesday next the Rev. — will close his helpful course of sermons, for which we should indeed be thankful."

North Kiangsu is much interested in the proposed glass factory. Much brick and lime is in evidence. The Chinese are chagrined at the thought that for 3,000 years they have regarded this sandy waste only as a nuisance and that the foreigner had to come and show them how to use it.

A beachcomber, who manages by tricks of the trade to spend convivial evenings at other people's expense, called at the Government Civil Hospital on Thursday night and asked to be admitted. On several occasions, while under the influence of drink, he has imposed upon the Hospital authorities but last night proved an exception. He went to durance till instead, and this morning was ordered by Mr. Gompertz to pay a fine of \$25.

A correspondent at Kowloon writes:—"It may comfort some of your subscribers to know that the formula S=ft quoted by the Governor in yesterday's speech at Queen's College does not apply, if Hell be where it is popularly located, for a body falls at a much slower rate inside than it does outside the earth." Never having heard of a body falling inside the earth, we suppose "Particle" to be right; but supposing such an impossible fall to occur, would not the descent continue to gain velocity until the object reached the centre? As to the "popular location," is such a supposition popular?

*Sport and Gossip* (Shanghai) says:—"There is nothing Hongkong more dearly loves than to make Shanghai 'sit up and purr' as a bockie once said of a member of his gang at a Home race meeting, and Shanghai from what I have heard is not backward in hoping to beat Hongkong in a friendly sporting spirit. At any rate there is nothing more delightful than to pay our friends a visit at race time, to escape from the bad weather here and enjoy the balmy breezes amongst the flowers that bloom in the Happy Valley. Hongkong is noted for its hospitality and anyone from Shanghai is always right royally treated, and though sportsmen of a racing turn of mind do not visit our meetings in half the numbers we should like to see them, we endeavour to make up for it when the Hongkong Cricket teams pay us a visit."

By kind permission of Col. Caulfeild and officers, the band of the 110th Mahratta Light Infantry will play the following selections at the Hongkong Hotel this (Saturday) evening:—

March: ... "Iolanthe" ..... Sullivan Selection; "Kitty Gray" ..... Monckton Selection; "The Officers" ..... Cootie Song; "The Gay Gordons" ..... Liddle Selection; "The Naught Girl" ..... Solomon Polka; "Off You Go" ..... Cootie

Menu:—Hors D'oeuvres.—Canapé de foie gras, Soup à l'Oeuf, Tail Fish—Boiled Fish, Bearnaise Sauce, Entrées—Jugged Hare and Red Currant Jelly, Grilled Fillet Steak la Jardiniere, Celery au Gratin, Curry—Lamb, Hot Joints, &c.—Cass. Pibs of Beef, Roast Turkey and Sausage, Boiled Sheep's Head and Caper Sauce, Cold Roast Pheasant and Endive Salad, Sweets—Cream Pie, Strawberry Ice cream and Genoa Cake, Apple Tart, Tippy Cake, D. dessert—Coffee Fruits.

U.S. Consul Anderson, of Hangchow, says:—"There is practically no demand for agricultural implements in China up to date, and present indications are that it will be a long time, except in Manchuria and North China, before the conditions will be such that modern farm machinery will be useful to the Chinese with their small garden farms and cheap labour. At present the native tools are such as have been in use for centuries. They are not good tools, perhaps, but they are made cheaply and are used by cheap labour. In several instances within my observation small garden force pumps have been welcomed by progressive gardeners, and I am of the opinion that small garden hand ploughs will also be well received. It is possible that cheap but substantial American rakes and hoes could be sold."

It is well to bear in mind that the general introduction of a single one of these articles in China would mean the sale of an immense number. Chinese farmers are coming to consider foreign ideas and methods, and there will soon be a breaking up of present methods and a turning to new tools.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—Gradients are increasing on the east coast of China and fresh to strong N.E. monsoon will be met with in the northern part of the China Sea.

Forecast.—Moderate N. to N.W. winds, fine

## TELEGRAMS.

"DAILY PRESS" SERVICE

## THE REVOLUTION IN RUSSIA.

LONDON, 27th January.

The strike movement is still spreading in the provinces.

There have been incendiary fires at Revel, on the Gulf of Finland, and Libau, the Baltic port.

Satisfactory conferences have been arranged in some towns.

At Helsingfors, the capital of Finland, a revolutionary demonstration is being made.

Warsaw, the Polish capital, is quieter.

A semi-pacific proclamation was posted at St. Petersburg to-day, and some workers are resuming.

[REUTER'S SERVICE.]

## THE RUSSIAN REVOLUTION.

LONDON, 25th January.

Serious rioting has taken place at Radom, Kovno, and Vilna. Father Gapov has issued fresh letters to the troops and various classes of society, urging them to unite for vengeance on the bloodthirsty Tsar and all his reptile brood. All his Ministers are pillars. These letters, copied by manifold, are being distributed in thousands.

LATER.

Apparently a strict censorship is being enforced in Russia, and news is consequently scanty, but the authorities seem to have gained a complete mastery in St. Petersburg.

## THE WAR.

[REUTER'S SERVICE.]

## CHINA'S NEUTRALITY.

LONDON, 25th January.

China has replied to Mr. Hay's Circular denying that she has swerved an iota from neutrality, but she considers that Russia has violated her neutrality in a number of instances.

(N.C. Daily News Service.)

## GREAT BRITAIN'S NEUTRALITY IMPUGNED.

OSAKA, 20th January. A telegram from London says that the *Nippon Keizai* complains that the Japanese fleet is getting telegraphic information of the movements of Admiral Rozhestvensky's squadron, and demands that Great Britain, following the precedent of the Spanish-American War in the matter of communication between Santiago and Jamaica, shall put a stop to the telegraphing of any information of the movements of the Baltic fleet.

## MR. BENNET BURLEIGH AT HONGKONG.

Mr. Benet Burleigh, war-correspondent of the *Daily Telegraph*, is homeward bound from Manchuria by the P. & O. ss. *Coromandel*. Yesterday he paid a visit to the Peak and immensely enjoyed the scenery. To a *Daily Press* representative he said that while with the Japanese forces he went as near as possible to

## LOCAL SPORT.

## HONGKONG REGATTA.

It is now definitely decided to hold the sailing races on the 6th prox., yachts starting from the Oil Pier (Bay View) as follows:—H.E. the Governor's Cup, for English-rigged Cruisers, 10 a.m.; Commodore's Cup (Chinese Rig), 10.15 a.m.; Corinthian Club's Race, for China Mail Cup, 10.30 a.m.; Race for all yachts between 20 and 26 ft. linear rating, 11.00 a.m. A race for officers of the Fleet in their own boats—Service conditions—has been included in the programme. The course for the Naval races will be arranged outside Kellett's Island, to allow of more than four starting at once. The Interport races will probably resolve themselves into Hongkong and Canton, no replies have yet been received from Singapore or Shanghai, and Manila will not compete this year.

## CRICKET.

The match on the Cricket Ground to-day will be between the "Stay-at-homes" and the Hongkong Interport "A" team selected to visit Swatow next week. Tiffin will be taken in the Pavilion at 12.30, and the match starts at 1 p.m. promptly. The teams are:—

Stay-at-Home:—Messrs. R. Hancock, H. G. C. Bailey, A. G. Ward, T. E. Pearce, J. T. Dixon (of Mr. John Hastings' office) appeared for the plaintiff. The defendant was absent. His Honour gave judgment and costs for the plaintiff.

Chan So sued A. Hughes for \$97. Mr. Almada e Castro appeared for the plaintiff. The defendant was absent. His Honour gave judgment and costs for the plaintiff.

The trustee of the property of the Po Fung Bank sued the Cheung Loong firm for \$505.98. Mr. Dixon (of Mr. John Hastings' office) appeared for the plaintiff, and Mr. Almada e Castro for the defendant firm. Mr. Almada e Castro consented to judgment, but asked that execution be stayed for ten days. This was allowed.

The Colonial Treasurer sued Chu Hing Chan for \$1.9 (rates). Mr. Bonnar (of the Crown Solicitor's office) appeared for the plaintiff. The defendant was absent. His Honour gave plaintiff judgment with costs.

W. Brewer & Co. sued Porchet Boet & Co. for \$10.85. The defendant firm was not represented. Mr. George Richardson told His Honour that the defendants had paid \$100 on account since the writ had been issued, and judgment was given for \$10.85 less the balance, and costs.

The Robinson Piano Co., Ltd., sued James Christie for \$90.60 for tuning and repairing the pianos in the Praya East Hotel and the Metropole Hotel. Mr. P. W. Goldring (of Mr. G. K. Hall Bruton's office) consented to judgment, which was given, with costs.

## CORRESPONDENCE.

## TRAM POINTS.

## TO THE EDITOR OF THE "DAILY PRESS."

SIR.—Holding the possibly singular opinion that there is no necessity for the electric tram cars running out west at all, I think it is unlikely that a considerate Government will (barring some extraordinary fatuity) reduce the length of travel in that direction.

Nevertheless from the Chinese theatre to the terminus, on Tuesday night, as an instance, the rapid transit to and fro of empty cars constituted merely a nuisance and a source of danger.

On that occasion there were at least four godowns, perhaps more at an earlier hour, with their scores of coolies receiving cargo from junks on the Praya, and an equal number of men with their heavy burdens impeded and endangered in the course of their most useful and indispensable occupation.

Even an unbiased person, settling a value on a coolie's life, must admit there is need of regulation if not the intervention of a paternal Government.—Yours, etc.

## "LOWLANDER."

## TO THE EDITOR OF THE "DAILY PRESS."

## HONGKONG ROADS.

## TO THE EDITOR OF THE "DAILY PRESS."

## HONGKONG, 27th January.

SIR.—I don't understand who has got it in his head to remove "dried" mud from off the roads. Every day I see coolies removing "dried" mud with their shovels in Queen's Road. It is removed to protect the roads or spoil them? "Dried" mud, Sir, is a great protection to the roads, and it should not be removed in the least. It makes them asphalted as it were. Look at the state of the roads when this dried mud is taken off. They seem to me as if they were suffering from some sort of a skin disease. The removing of the "dried" mud necessitates the early repair of the road. The dried mud is removed, the roads then seem sick, they are repaired, again the skin is removed, again they are repaired, and so on. This, I think, Sir, is nothing else but waste of public money.—I am, yours faithfully,

## "TAX-PAYER."

## THE TRIPLE EXECUTION IN HONGKONG.

The *North-China Daily News* of the 23rd inst. had the following letter:—  
SIR.—The execution of three foreigners in Hongkong is not a subject on which one would wish to dilate, and yet I think there are three facts connected therewith to which the attention of the Chinese should be strongly called:—  
1.—It is often said—with what measure of truth I know not—but I have never heard the statement contradicted—that although many Chinese have within the past fifty years been put to death for the murder of foreigners, no European or American has ever been executed in the Far East by order of a foreign court of Justice for the murder of a Chinaman. That statement, if ever it was true, is not now, and the charge so often brought against us that we attach no value to Chinese life is shown to be not in accordance with facts.

2.—The person, the sanctity of whose life has now been vindicated in Hongkong, was not Chinaman of influence, status or men of wealth, but a poor Chinese woman and her child. An innate sense of justice without distinction of persons, and not any pressure brought to bear on the Judge owing to the status and dignity of the victim, is the consideration that carries weight before a British tribunal.

3.—It has been stated that in an effort made in Hongkong to get one of the three prisoners reprieved, "the argument adduced being that as only two persons were killed two hangings should suffice." That is an argument that has again and again been used by Chinese officials in times of riot when one or two foreigners have been murdered by a band of ruffians who had organised themselves for the purpose. The principle has been stoutly resisted by British Consuls, who have insisted that it had no x-levancy. As foreign officials have acted in this matter in the past—and as they will no doubt act again should the same necessity arise in vindicating the sacredness of the lives of foreigners,—so also have the authorities in Hongkong now acted when dealing with foreigners convicted of killing Chinese subjects. Foreign Judges are not immaculate, nor are they always free from bias and partiality, but the prevalent characteristic of British administration of justice everywhere is even-handed justice and even-handed regard for the sanctity of life without regard of nationality, and these points have had a typical illustration in the sad circumstances which have lately occurred in Hongkong.—I am, etc.,  
A EUROPEAN RESIDENT.

## TURBULENT CHINESE AT SHANGHAI.

For their interest as evidence of the working of the mind Chinese in a state of anarchy, the following extracts from recent speeches made at the Chinese Chamber of Commerce, at Shanghai, may be read:

The Taotai said that to have a strike or stop trade in Shanghai is not the thing to be recommended at this moment, as it is to recommend a strike at that moment as it is to recommend the Russians against whom we feel indignant and other foreigners are quite different from the Russians. Therefore we had better discuss how to treat the Russians in Shanghai only. My suggestions are (1) to stop communications with the Russians (2) to stop dealing with the Russians in any business. The Russo-Chinese Bank and the Russian merchant in Shanghai from the beginning of the war have been doing business with the natives without any disadvantage though we do not know if they had been able to deal with a certain portion of the natives to get military supplies. In my case if we stop dealing with the Russians in business it is quite sure that the Russians will suffer from the effect. The Russian Consul once told me that though a Russian might kill a Chinaman he will never lose his life. Such is the way we are look'd down on by the Russians. I propose the two items of steps to be adopted by you.

A corsair Ningpooe, Chen said—I am the president of the guild of Ningpoa and I am very indignant at the insult upon us by foreign sailors in this matter and when I heard the news of one of my native countrymen Chou Seu-ya having been incommunicably killed by Russian sailors I felt extremely bitter in the matter and I think it is far better to stop all the trade in Shanghai until the foreigners give us satisfaction. I can tell all the men under me to stop work. I hope all will think any exception will be uniting carrying out these two items of proposals, not only the Ningpoese but all the merchants in Shanghai must unite in carrying out the same or they will not be effective. The Russian sailor killed an innocent Chinese and the Russian authorities are taking the side of the Russian sailors and we understand that they are treating the Chinese worse than beasts. If we do not take up proper action in this matter to protect our own interest it means that we are recognising ourselves as similar to beasts ourselves. If so it is no wonder to see foreigners look down on us (great cheers).

## CHINESE IN SOUTH AFRICA.

In the course of a recent speech the Col. Millet, Secretary, referring to Chinese labour in the Transvaal, said:—

What would have been the position if they had not allowed the introduction of indentured labour there? How could they have resisted, when they had upon their Statute-book a similar clause given to our own Crown colonies? What, then, would they have had in the light of such facts? Would they have said—"Although your necessities are greater yet because there has been the clamour of a strike on the Opposition will not assent to that which we ourselves have acquiesced in for so many years?" In May of this year the black labourers in the Transvaal had declined from 107,000 to 70,000 odd, and the whites were, of course, fewer, though not very much fewer, than before the war. At the end of May the Chinese were brought by the Transvaal into the mines, and by the end of September there were 9000 Chinese, 69,000 Kaffirs, and 13,775 whites. On October 30 there were 12,000 Chinese, 71,000 Kaffirs, and 14,525 whites. He had not yet got the full figures for November. The Kaffirs had increased on November 30 to 74,000, and, if he might gather these figures together, the result of the introduction of the Chinese had been in the first place not to supplant but supplement the Kaffir work and to stimulate it in its energy, because the Kaffirs had increased from 69,000 to 74,000, and, what was of far greater importance to the artisans of this country, the white men employed in the mines had increased from 12,444 to 14,525.

In an interview on the alleged non-recognition of the undertaking that Chinese engineers for work in the Transvaal should be allowed to bring their wives, Mr. Evans, formerly Inspector of Chinese in the Straits Settlements, and now Adviser to the Transvaal Government on Chinese Labour, said that, although a large number of the Chinese now in the Transvaal were married, not one had so far expressed the wish to have his wife brought over. If such a desire, expressed such a desire, the Government would grant every facility for its being met.

ASHLEY ROAD HALL, KOWLOON.  
No. 6, Ground Floor.

Services.—Lord's Day, 11 a.m., Breaking Bread. Lord's Day, 6.30 p.m., Gospel Meeting. Tuesday, 7 p.m., Bible Class. Thursday, 7 p.m., General Meeting. Saturday, 7 p.m., Prayer Meeting.

## CHINA AND THE POWERS.

## THE INDEMNITY QUESTION.

The Peking correspondent of the *Times* wired on the 29th ult. as follows:—

SIR.—The execution of three foreigners in Hongkong is not a subject on which one would wish to dilate, and yet I think there are three facts connected therewith to which the attention of the Chinese should be strongly called:—  
1.—It is often said—with what measure of truth I know not—but I have never heard the statement contradicted—that although many Chinese have within the past fifty years been put to death for the murder of foreigners, no European or American has ever been executed in the Far East by order of a foreign court of Justice for the murder of a Chinaman. That statement, if ever it was true, is not now, and the charge so often brought against us that we attach no value to Chinese life is shown to be not in accordance with facts.

2.—The person, the sanctity of whose life has now been vindicated in Hongkong, was not Chinaman of influence, status or men of wealth, but a poor Chinese woman and her child. An innate sense of justice without distinction of persons, and not any pressure brought to bear on the Judge owing to the status and dignity of the victim, is the consideration that carries weight before a British tribunal.

3.—It has been stated that in an effort made in Hongkong to get one of the three prisoners reprieved, "the argument adduced being that as only two persons were killed two hangings should suffice." That is an argument that has again and again been used by Chinese officials in times of riot when one or two foreigners have been murdered by a band of ruffians who had organised themselves for the purpose. The principle has been stoutly resisted by British Consuls, who have insisted that it had no x-levancy. As foreign officials have acted in this matter in the past—and as they will no doubt act again should the same necessity arise in vindicating the sacredness of the lives of foreigners,—so also have the authorities in Hongkong now acted when dealing with foreigners convicted of killing Chinese subjects. Foreign Judges are not immaculate, nor are they always free from bias and partiality, but the prevalent characteristic of British administration of justice everywhere is even-handed justice and even-handed regard for the sanctity of life without regard of nationality, and these points have had a typical illustration in the sad circumstances which have lately occurred in Hongkong.—I am, etc.,  
A EUROPEAN RESIDENT.

## KODAK FILMS

## &amp; ACCESSORIES.

## DEVELOPING AND PRINTING UNDERTAKEN.

## LONG HING &amp; CO.

## PHOTO GOODS STORE.

## 17, QUEEN'S ROAD

(SAME PREMISES AS MESSRS. AH CHEE).

Hongkong, 27th December, 1904.

## RUSSIAN AND JAPANESE NAVAL LOSSES.

The following comparative statement of naval losses during the Russo-Japanese war to date is supplied by a correspondent of the *Times*:

Battle-ships—

1.—Tzarevitch, interned at Kiaochow.

2.—Retwien, sunk by shell fire at Port Arthur.

3.—Pobeda, sunk by shell fire at Port Arthur.

4.—Peresvet, sunk by shell fire at Port Arthur.

5.—Poltava, sunk by shell fire at Port Arthur.

6.—Sovetskoplav, fate uncertain.

7.—Tropovskiy, blown up by mines off Port Arthur.

Armoured cruisers—

1.—Istrik, sunk in Straits of Tushima by Kamtschatka.

2.—Byan, sunk by shell fire at Port Arthur.

Protected cruisers—

1.—Varig, sunk at Chemulpo.

2.—Pallada, sunk by shell fire at Port Arthur.

3.—Diana, interned at Saigon.

4.—Askold, interned at Shanghai.

5.—Boyarin, blown up by mines off Dalny.

6.—Novik, driven ashore at Korsak.

7.—Yenesei, blown up by mines off Dalny.

8.—Amur, sunk by shell fire at Port Arthur.

Gunboats—

1.—Gremiashch, sunk by shell fire at Port Arthur.

2.—Otrivay, blown up by mines off Port Arthur.

3.—Manjeur, interned at Shanghai.

4.—Korotz, sunk at Chemulpo.

5.—Golyak, sunk by shell fire at Port Arthur.

6.—Bobr, blown up by mine at Dalny.

7.—Sirotsch, destroyed at Nieuwburg.

Battleships—

1.—Hatsuse, blown up by mines off Port Arthur.

Protected cruisers—

1.—Yoshino, accidentally rammed by Kasuga.

2.—Sat-yen, blown up by mines off Port Arthur.

3.—Miyak, blown up by mines off Dalny.

Gunboats—

1.—Kaimon, blown up by mines off Dalny.

In addition to these, the Russians have lost 18 destroyers and three torpedo-boats; the Japanese, torpedo-boat No. 48, and, it is said, one destroyer. Of the Russian destroyers, the Grozoviy is dismasted at Shanghai, the Bezhpochnodni, Bezhshumni, and Bezstrashni are interned at Kiaochow. The Burni was beached near Wilihai, and the Vniametni and Lieut. Burakov were cornered and sunk in Tzigen Bay. The remainder, with the exception of the one recently sunk by the Russians themselves at Chefoo, have met their fate in and about Port Arthur. On the Japanese side, the battleship Yoshima has been reported blown up on many occasions, but this is doubtful; it is, however, extremely probable that several small gunboats and torpedo craft have been lost by our allies and not reported.

The Vladivostok cruiser B. Gyr has been on the rocks, and is said to be useless for any further service, while the Rossia and Grigorovi received enormous damage in their engagement with Kamtschatka.

To counter-balance their losses the Japanese have raised the Vering and Boyarin, and these will probably soon be sailing under the colours of the Rising Sun, as battle-worthy as ever. To conclude, the Russians have now, as far as our information takes us, 45 vessels of all types less than at the commencement of the war, the two Japanese being only seven to the bad.

TO COMPANIONS.—Mr. John Claude White, assistant to the British Commissioner; Capt. William Frederick Travers O'Connor; Mr. Ronald Leslie Macdonald, CB, RE, in command of the steamer *Bindi*.

TO BE COMPANIONS.—Mr. John Claude White, assistant to the British Commissioner; Capt. William Frederick Travers O'Connor; Mr. Ronald Leslie Macdonald, CB, RE, in command of the steamer *Bindi*.

TO BE COMPANIONS.—Col. Hastings Read, Indian Army; Lieut.-Col. Walmsley, Indian Medical Service; Lieut.-Col. Cooper, Royal Fusiliers; Lieut.-Col. Hogg, Indian Army; Lieut.-Col. Kerr, Indian Army, and Lieut.-Col. Brand, Indian Army.

DISTINGUISHED SERVICE.—EDDER.

TO BE COMPANIONS.—Majors A. Millsby, F. Murray, R. C. Lye, and M. R. E. Ray, Indian Army; Capt. C. H. G. Moore, Indian Army; T. M. Luke, Royal Artillery; J. L. Fisher, Royal Fusiliers; and J. W. H. Humphreys, Indian Army; Lieut. G. C. Hodgson, Indian Army.

TO BE BREAST-COMPAION.—Lieut.-Col. Frederick Campbell, Indian Army.

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding &c., should be addressed to THE MANAGER. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until unclaimed. Telegrammatic Address: PRESS, ODESSA, 5th St. Lister's. P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS



VACANCY.

There will be a Vacancy in the Government Civil Medical Department on the 18th of March next for a FEMALE PROFESSIONAL NURSE.

Applications, in applicant's own handwriting, with certificates of character, &c., should be sent to the P.C.M. Office at the Civil Hospital, not later than Noon of the 14th proximo. Applicants must be not less than 20 years of age.

Salary, &c., \$400 rising to \$300 per annum by annual increments of \$60, with uniform, attendance, free furnished quarters and an allowance of \$64 a year for fuel and light.

Full particulars may be had on application. By Order,

J. BELL,  
Superintendent.

Government Civil Hospital,  
Hongkong, 27th January, 1905. [331]



## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out on WEDNESDAY, the 1st February, 1905, towards the entrance to Junk Bay, as under:

From Syan, at ranges from 2,000 to 6,000 yards, commencing at 9.30 A.M. and finishing at about 11 A.M.;

From Pak-shu-wan, at ranges from 600 to 4,000 yards, on conclusion of above; and

From Lyuen Reclift, at ranges from 2,000 to 6,000 yards, on conclusion of the practice from Pak-shu-wan.

If the weather is unfavourable on either of the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the range.

L. BARNES-LAWRENCE, Captain, R.N., Harbour Master, &c.

Hongkong, 24th January, 1905. [332]

## PUBLIC AUCTION

THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (SATURDAY), the 28th JANUARY, 1905, at 11 A.M., at his SALES ROOMS, Duddell Street,

A QUANTITY OF HOUSEHOLD FURNITURE.

TERMS—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 28th January, 1905. [333]

## PUBLIC AUCTION

THE Undersigned has received instructions to Sell by Public Auction, on MONDAY,

the 30th JANUARY, 1905, commencing at 11 A.M., at Nos. 525/526, DES VŒUX ROAD WEST (Hot Yick Godown),

(FOR ACCOUNT OF THE CONCERNED),

ABOUT 17,000 BAGS FLOUR.

TERMS—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 28th January, 1905. [304]

## PUBLIC AUCTION

THE Undersigned has received instructions to Sell by Public Auction, on WEDNESDAY,

the 1st FEBRUARY, 1905, at 11 A.M., at

THE YUEN-ON INSURANCE CO.'S GODOWN,

West Point

(FOR ACCOUNT OF THE CONCERNED),

300 Bags SUGAR CANDY.

70 Bags BLACK PEPPER.

TERMS—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 28th January, 1905. [335]

## PUBLIC AUCTION

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT is now ready and contains:

Epitome of the Week's News.

Leading Articles:

Neutral.

British Naval Reorganisation.

The Revolution in Russia.

The Teaching of History.

Chinese Mercantile Reformers.

Hongkong Jottings.

Hongkong Sanitary Board.

Supreme Court.

Marine Magistrate's Court.

Canton.

School Rites.

British Public School.

Diocesan School Vacation.

Queen's College Prize Distribution.

Anglo-Chinese District Government Schools.

Companies:

The Hotel Metropole, Ltd.

The Kowloon Land and Building Co., Ltd.

The Weiwei Gold Mining Co., Ltd.

Memorandum re Trade-marks.

Alice Memorial Hospital.

More Fires.

General Stoessel at Hongkong.

Hongkong Items.

Par Eastern Items.

Trade Items.

Commercial.

Shipping.

Subscription, \$12 per Annum, payable in advance, postage \$2.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.

Hongkong, 28th January, 1905.

RUNIART PERIN & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality

Elixir Dry (Green Seal)

LAUTS, WIEGNER & CO., Sole Agents.

Hongkong, 18th May, 1905. [21]

## INTIMATIONS

THEATRE ROYAL, CITY HALL.

A MATEUR DRAMATIC CLUB.

JANE.

A FARCE IN 3 ACTS.  
By H. NICHOLAS and W. LESTOCQ,  
will be produced

TO-NIGHT (SATURDAY),  
28th JANUARY, 1905.

Prices ..... \$3, \$2 & \$1.

Sailors and Soldiers in uniform half-price to Pit Stalls and Pit.

BY SPECIAL REQUEST.

AN EXTRA PERFORMANCE OF  
"JANE,"

MONDAY, 30th JANUARY, 1905, at 9 P.M.

POPULAR PRICES—

Dress Circle and Stalls ..... \$2.00

Pit Stalls ..... 1.00

Pit ..... 0.50

No Half-price.

Booking Office at ROBINSON PIANO CO., open from 9 A.M. to 4.30 P.M.

ARTHUR CHAPMAN, Business Manager.

Hongkong, 10th January, 1905. [203]

WANTED.

WIDOWER, with 3 Children, eldest 12, desires services GOVERNESS and HOUSEKEEPER. Eurasian Young Lady with Chinese Mother preferred.

Apply first instance to— J. D.

Care of Daily Press Office.

Hongkong, 19th January, 1905. [263]

WANTED.

BY a British Merchant Firm, a CHINESE CLERK as Typist and General Office Assistant.

Apply to— K. L. M.

Care of Daily Press Office.

Hongkong, 26th January, 1905. [383]

WANTED.

ONE FURNISHED BEDROOM, with Verandah and Bathroom attached, on one of the Higher Levels.

Apply, stating full particulars, to— BOX 210.

Care of Daily Press Office.

Hongkong, 26th January, 1905. [314]

SHORTHAND.

PRIVATE LESSONS given in Pitman's Shorthand. Terms moderate.

Apply by letter to— J. W.

P. O. Box 143.

Hongkong, 10th January, 1905. [200]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady.

B. E.

Care of Office of this Paper.

Hongkong, 16th May, 1905. [1703]

HONGKONG ELECTRIC TRAMWAYS.

TIME TABLE.

January, 1905, and until further notice.

KENNEDY TOWN TO CAUSEWAY BAY. (Daily). Kennedy Town to Causeway Bay ..... 7.30 A.M. and every 5 minutes until 11.00 P.M. Causeway Bay to Kennedy Town ..... 6.50 A.M. and every 5 minutes until 10.30 P.M.

KENNEDY TOWN TO RACE COURSE. (Daily). Kennedy Town to Race Course ..... 7.36 A.M. and every 15 minutes until 6.00 P.M. Race Course to Kennedy Town ..... 6.56 A.M. and every 15 minutes until 6.40 P.M.

CAUSEWAY BAY TO SHAKEWIAN. (Daily). Causeway Bay to Shaekwan ..... 7 A.M. and every 15 minutes until 10.15 P.M. Shaekwan to Causeway Bay ..... 7.36 A.M. and every 15 minutes until 10.54 P.M.

WORKMEN'S CARS. (Daily Except Sundays). Quarry Bay to No. 2 Police Station ..... 6.55 A.M. No. 2 Police Station to Quarry Bay ..... 6 P.M. Kennedy Town to Central Market ..... 6.55 A.M. Central Market to Kennedy Town ..... 6 P.M.

Special tickets for School Children may be obtained on application to the General Manager. Price 100 Tickets \$5.

Special Cars may be arranged for on application to the General Manager.

Special Race Course cars leave the Hongkong Hotel (daily except Sundays) at 6, 6.15, and 6.30 A.M. returning from the Race Course at 8, 8.15, and 8.30 A.M. respectively.

J. GRAY SCOTT,

General Manager.

Hongkong, 20th January, 1905. [278]

FOR SALE.

THE OLDEST BOARDING ESTABLISHMENT in Hongkong. Owner retiring.

Apply to— 1916.

Care of Daily Press Office.

Hongkong, 20th January, 1905. [271]

BOARD AND RESIDENCE.

MRS. GILLIAND ERS

"GLENWOOD,

27, CAINE ROAD.

Hongkong, 10th March, 1904. [5265]

BOARD AND RESIDENCE.

PENSION FRANCAISE AND RESTAURANT.

49, POTTERING STREET,

TENUE PAR MME. I. GUIOU.

FINEST-CLASS COOKING BY A FRENCH COOK.

# ROBINSON PIANO CO. LTD.

INVITE INSPECTION OF THEIR  
PERSONALLY SELECTED  
NEW ART MODELS

## PIANOS

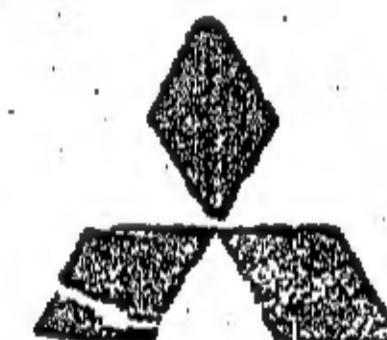
BY THE BEST  
ENGLISH AND  
CONTINENTAL  
MAKERS AND  
THEIR OWN MAKE  
BEST VALUE OBTAINABLE.

FULLY  
GUARANTEED.

### CASH OR CREDIT

Hongkong, 5th January, 1905.

**CLARKE'S B 41 PILLS** are warranted to cure in either sex, all acquired or constitutional, from the Discharges Urinary Organs, Gravel and Pains in the Back. Free from Mercury. Established upwards of 39 years. Sold by all Chemists and Patent Medicine Vendors throughout the World. Proprietors, THE LINCOLN AND MIDLAND COUNTIES DRUG COMPANY, Lincoln, England.



MITSU BISHI GOSHI-KWAISHA  
(MITSU BISHI CO.)

**COAL DEPARTMENT**  
MARUNO-UCHI, TOKIO.  
Cable Address, "IWASAKI,"  
which applies to all Branch Offices and Hong-  
kong and Shanghai Agencies.

A1, ABC 5th Edition, Western Union Code  
used.

All Letters Addressed to—  
MANAGE, MITSUBISHI CO., with name of  
place under.

BRANCH OFFICES—  
NAGASAKI, MOJI, KOBE, KARATSU  
AND HANKOW.

AGENCIES—  
SHANGHAI: H. J. H. TRIPP  
HONGKONG: H. U. JEFFRIES  
MANILA: COMPAGNA MARITIMA  
YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Arsenals; the Imperial Railway; Sanyo, Kiushu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shimane, Nambanze and Kami-Yamada Collieries and also Hojo Colliery, which will be ready to produce on a large scale the best Buzen Coal from 1905.

SOLE Agents for Kigio, Komatsu (Tagawa) and Matsushima Coals.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the EAST is now produced in abundance and can be supplied in any quantity.

Hongkong, 26th April, 1904.

VISITORS TO CANTON  
Should purchase  
"FROM HONGKONG TO CANTON  
BY THE PEARL RIVER."

BY  
CAPTAIN C. V. LLOYD (S.E. "HANNOE)  
With Illustrations, Maps and Plans.

Price ..... \$1.90

On Sale at—  
Hongkong: "DAILY PRESS" Office,  
Messrs. KELLY & WALSH.  
" Messrs. W. BREWER & CO.  
Canton: Messrs. A. S. WATSON & CO.  
Hongkong, 4th October, 1903.

### ENGLISHMEN BRIDED BY RUSSIA.

The shocking story, as told by the *Standard*, of the attempts on the part of three unknown persons in Hull to suborn North Sea witnesses during the past few weeks, is on all hands fully confirmed. Briefly, the history of the affair runs that three men, total strangers in the city, have been frequenting the public-houses—drunks they called them, for the most part in the Yorkshire sea-port—which are patronised by the fishermen. Of the three, at least, it is said, was a Russian. They all had money, which they spent freely, and their definite object appears, beyond doubt, to have been to establish friendly relations with the seamen, and in particular with those who had belonged to the crews of Messrs. Kelsall Brothers and Messrs. Loyman's trollers.

In the course of time, feeling no doubt that they had sufficiently paved the way, they threw aside reserve and openly, and in a large number of cases, made offers of sums of money varying from £5 to amounts very much larger, in return for the signing of documents in their possession, which stated that there had been torpedo-boats among the fishing fleet on the morning of October 22, and torpedoes on board the trawlers. One or two men are believed to have signed these documents. They are supposed to have been tempted even under the influence of drink supplied by the strangers. Whence these men came and where they are gone can at present only be a subject for guesswork. They are no longer in the city.

Mr. Beeching, one of the principal owners of the Gamecock trawling fleet at Hull, has confirmed the above story. In an interview with a reporter, Mr. Beeching said:—"The facts are correctly reported in the newspapers. It is beyond doubt that about three weeks ago three strangers suddenly appeared among the fishermen at Hull, and at once displayed an anxiety to get on terms of friendship with them."

"Who were these Russians?"  
"No," said Mr. Beeching. "I don't think so. They were foreigners, however, but of what nationality I couldn't say. They got to know the fishermen who were at sea on the night of the Russian attack, and invited them into public-houses to drink. The men could order what they liked, and they did. Whatever was the amount of the bill, the strangers paid cheerfully. However, after the men had been liberally treated, the strangers produced documents for the men to sign. These I am told by the men themselves—and it can be proved up to the hilt—contain statements that there were torpedo-boats among the fishing fleet, and torpedoes on board the trawlers. The men laughed at such a suggestion, and many of them refused to sign so absurd a document."

"Do you know how many men signed these documents?"

"Not more than one or two at most. The strangers, who said they came from the Russian Embassy, boasted, however, that they had got

eighteen to sign, but personally I do not believe it. They paid considerable sum of money to the men who signed. At least one of them got £5, but they offered far bigger sums to those who would go to Paris to give evidence similar in effect to the statements in the documents. In one case a man was offered £250 as a preliminary payment, and a further sum was promised after the business was concluded. If the men thought they could not return to this country without serious results to themselves, the strangers offered to take them and their wives and families anywhere they pleased and provide for them. I don't think this generous offer met with much success. The men came and told me about the whole affair and we sent fishermen to the foreigners to tell them the truth, but that apparently did not hit them, and as their mission was becoming known among the fishing community they cleared out a few days ago. Even if several fishermen have signed the statement, I don't think the evidence will have much weight with the Paris Commissioners, when it is known how it was obtained."

Mr. A. W. Jackson, solicitor to Messrs. Kelsall Brothers and Beeching also confirmed the story to one of our representatives yesterday. The three men, said Mr. Jackson, came into the town almost immediately after the adjournment of the Board of Trade inquiry in Hull. He and others interested had kept them under observation ever since—until that was to say, their recent disappearance. Once they must have felt that the town had grown too hot to hold them, for they went away, only to return, however, in a few days.

Mr. Jackson said that after deliberation it had been decided not to publish the story in the Press. Now, however, that it has leaked out, it is probable that a full account will be set out in a few days. By keeping silence, it was thought that they might forge for the

British Government a weapon which could be used with signal service in the Paris Convention.

Mr. Jackson states that one of the men was undoubtedly Japanese, while the other two were, as he believes, English or English Colonials—British, at any rate. Our representative was also briefly told by Mr. Jackson of the means employed to make assurance doubly sure. That is to say, of how a Hull man assumed the guise of a skipper of a trawler in the Gamecock Fleet, and so was introduced to the strangers. He made some kind of statement to them, and received money in return. Mr. Jackson was unable to say whether the incident will be brought forward at the Paris Commission.

A Hull correspondent says:—"It is well known amongst those connected with the Russian outrage that not only have witnesses been bribed and tampered with, but several spies have been in Hull picking up information. Another strange story reaches Hull to-day. This month two men, posing as Englishmen and able-bodied seamen, took lodgings in an establishment in the port. In the day time they dressed as seamen and in the evening as men who were in a good position. From the first the manager of the house viewed them with the strongest suspicion. Their constant receipt of telegrams and letters made it clear that they were not what they represented themselves to be. They were often engaged writing letters, and they spoke of the attack in the North Sea as being perfectly justified, because, they said, it was bunkum, to deny that there were no Japanese torpedo-boats amongst the trawling fleet. Both men paid flying visits to London, often arriving back in Hull again the same day. They paid their bills yesterday, and have presumably left the town."

### GARRISON ORDERS.

#### HEAD QUARTERS.

HONGKONG, 27th January, 1905.

#### GENERAL ORDERS—Our Practice.

No. 1. Gun Practices will be carried out as under:

Pinewood, on Monday, 6th February, in a north-westerly direction, by 8th Company, R.G.A.,

commencing at 9.30 a.m. and finishing about 10.30 a.m. Stoneycross' West, on Monday,

6th February, in a westerly direction by 8th Company, R.G.A., commencing at 3 p.m. and

finishing about 4 p.m. Launch will leave Belcher's Pier or conclusion of inspection of

the sub-district Pottinger's, Gough's, Lyman Redoubt, Syau, and Pak-sha-wan, on

Thursday, 9th February, towards Junk Bay and Waglan, by 8th Company, R.G.A., and

H.K.S.B.R.G.A., commencing at 9.30 a.m. and

finishing about 12 noon. Launch will leave Murray Pier, 8.45 a.m. Pak-sha-wan, Night

Firing on Thursday, 9th February, towards Junk

Bay, commencing at 7 p.m. and finishing about 8 p.m. Launch will leave Murray Pier 8.15 p.m.

Diving Service.—No. 2. Divine service will

be conducted on Sunday as follows:

Denomin.	Troops	Where	When	To
Ch. of England	Victoria	Cathedral	8.30 a.m.	Chaplain
Ch. of England	Leynum	The Barracks	Under Orders	Sur. Officer
Ch. of England	Stone	The Barracks	11.15 a.m.	Chaplain
Ch. of England	Stn. Hos.	Block F	4 p.m.	Chaplain
Presbyterian	Lital	Union Church	11 a.m.	Offg. Clergy
Presbyterian	Victoria	West Ch.	10.15 a.m.	Offg. Clergy
Wesleyan	Leynum	Barracks	10.30 a.m.	to be provided by Sur. Officer
Roman Catholic	Victoria	S. Joseph's Ch.	9 a.m.	Offg. Clergy
Roman Catholic	Kowloon	Kowloon	7.30 a.m.	Offg. Clergy

\*Launch will leave A.S.C. Pier for Stan-

catters' at 10.15 a.m. \*Launch will leave A.S.C.

Pier for Leeman at 9 a.m. Escorts as under

will be furnished by the 2nd Royal West Kent

Regiment to conduct prisoners to Church—

Church of England ... I.N.C.O. 1 Man 8.15 a.m.

Roman Catholic ... I.N.C.O. 1 Man 8.30 a.m.

Wesleyan ... I.N.C.O. 1 Man 9.45 a.m.

Detail—No. 3. Detail of officers for the

ensuing week: Victoria—(a) Prison Visitor,

Major S. H. Pedley, and Royal West Kent

Regt.; (b) field officer of the week, Capt.

C. M. F. Watkins, Royal Engineers; next for

duty, Capt. E. C. L. Fitzwilliams, Army Ser-

vice Corps; (c) subaltern officer of the week,

an officer, Royal Engineers; next for duty, an

officer, Royal Engineers, Kowloon; (d) Field

Burma Infantry; next for duty, Capt. J. H.

Whitehead, 93rd Burma Infantry; (e) subal-

tern officer of the week, an officer, 93rd Burma

Infantry; next for duty, an officer, 114th

Maharashas.

By Order

A. A. CHICHESTER, Major.  
Chief Staff Officer.

### MERCHANT SERVICE GUILD INTERVENES IN LOCAL CASE

The Merchant Service Guild have lately been in communication with the Secretary of State for the Colonies on the subject of prosecutions in the Marine Court at Hongkong, the Harbour Master, the Hon. L. A. W. Barnes-Lawrence, R.N., acting as the Magistrate of the Court.

The case to which the Guild particularly alluded was that of the prosecution of a Shipmaster

for alleged obstruction on the high seas and wilful disregard of the Rules of the Road. The facts, as stated in the judgment of the Harbour Master, were that the Master of the steamer temporarily left the vicinity of the wheel and left the direction of affairs in the hands of the Pilot. Owing to the latter's alteration of the course a collision with another vessel ensued.

The Harbour Master stated that he did not know how far the Pilot took charge in the coastal runs, but in no wise was the Master absolved from responsibility in the event of an accident, and he was fined 100 dollars, or in default, 14 days' imprisonment.

The Guild in taking serious exception to this judgment said that an undoubted injustice had been committed, and that the decision of the Harbour Master was bad, not only morally, but from a lawful standpoint. They said that a Master could not always be in the vicinity of the wheel, and, in his absence, it was perfectly proper and seamankind to leave the supervision of the steering to the Pilot. Reference was made to certain judgments in the High Court of Justice in this country, where it had been distinctly laid down that the Pilot and not the Master, was responsible. Further, the Guild desired to know under what Statutes a Court such as that at Hongkong was constituted, as they were not aware of others of the kind elsewhere. It was pointed out to the Secretary of State that previous to the retirement of the late Harbour Master at Hongkong, they strongly urged that such a post would be most suitably filled by a gentleman of lengthy experience in the Merchant Service. It was urged that Merchant Captains and Officers charged with service in connection with their duties on board ship had a right to be judged by those thoroughly acquainted with these duties by practical experience. The systems and methods prevailing in the Navy

were, it was said, quite different to those in the Merchant Service. Also mention was made of the fact that the Secretary of State for Foreign Affairs, after representations of the Guild, had caused a Despatch to be sent to Shanghai that in any case in the High Court affecting Merchant Vessels, there should be at least one Merchant Captain as an Assessor.

The reply from the Colonial Office is to the effect that Mr. Lyttelton regrets that he cannot be of assistance in the matter, owing to the impossibility of his interfering with the decision of a magistrate. The only course of the Captain who considered himself aggrieved was to appeal to the Supreme Court of the Colony. In regard to the question asked about the constitution of the Marine Court it is stated that the Harbour Master is the Magistrate who is given the status of Stipendiary Magistrate by the Hongkong Marine Shipping Ordinance of 1889. Other Ordinances are also mentioned, and the Colonial Office state that they can be consulted by a representative of the Guild in the library of the Department.

The Guild have expressed their regret that Mr. Lyttelton cannot interfere in the matter, and referred to the very great difficulties there would be in the Captain of the steamer appealing to the Supreme Court at Hongkong, the probability being that it would involve at least the temporary loss of his command, and a great deal of additional trouble and expense. They have also expressed the hope that the Colonial Secretary will use the influence at his command in ensuring that Merchant Captains and Officers at the Marine Court at Hongkong shall ultimately be adjudicated upon by those familiar with the affairs of the Merchant Service.

## A WORD IN YOUR EAR!

DON'T BUY ANY OTHER CIGAR UNTIL YOU

HAVE TRIED

### THE YOUNG AMERICAN MEXICAN PLANTERS.

YOU  
WILL SMOKE  
NO OTHER KIND  
WHEN ONCE  
YOU DO.  
DON'T BE PUT  
OFF WITH ONE  
OF THE  
NUMEROUS  
IMITATIONS.

THE REAL THING!

THE SUBSTITUTE!

SOLE IMPORTERS:

### THE HOLLAND-CHINA TRADING CO.

SHANGHAI—HONGKONG.

[205]

## SHIPPING.

ARRIVALS.  
CHINA, Austrian str., 3,855. S. Tomanovich, 27th Jun.—Mojii 23rd Jan., General—Sander, Wieland & Co.  
CHUPA, British str., 1,436, Cammell, 27th January.—Bangkok 24th Jan., Teak.—Jardine, Matheson & Co.  
HAIMUN, British str., 636. A. Robson, 25th January.—Swatow 25th Jan., General—Douglas Lapraik & Co.  
KAIFONG, British str., 1,024. E. Finlayson, 27th Jan.—Iloilo 23rd January, General—Butterfield & Swire.  
LOONGMOON, German str., 27th January, from Canton.  
TAMING, British str., 1,350. A. W. Unterbridge, 27th January.—Manila 24th Jan., General—Butterfield & Swire.  
THIENHUA, German str., 769. A. Hinck, 27th Jan.—Fuchow, Amoy and Swatow 26th Jan., General—Oaku Shosen Kaisha.  
YANGTZE, British str., 4,149. W. Cope Lyett, 27th Jan.—Seatao, Tamsui, &c., 22nd Dec., General—Butterfield & Swire.  
YIKSANG, British str., 26th January, from Canton.

CLEARANCES.  
AT THE HAMMOND MASTER'S OFFICE.  
27th January.  
Beworlich, British str., for Nagasaki.  
Charterhouse, British str., for Swatow.  
Haiton, French str., for Holloway.  
Hongwan I, British str., for Amoy.

## DEPARTURES.

27th January.  
BENARY, British str., for Bangkok.  
BOURBON, French str., for Chinkiang.  
HANGSANG, British str., for Swatow.  
HANOI, French str., for Haiphong.  
IYO MARU, Japanese str., for Seattle.  
LOONGSANG, British str., for Shanghai.  
OPLAND, Norwegian str., for Canton.  
PRINCESS MAE, Danish str., for Singapore.  
SHAHDARA, British str., for Chinkiang.  
SUNGKANG, British str., for Iloilo.

SHIPPING REPORTS.  
The British str. *Kaifong* reports: Fine weather, light S.W. winds until 18 miles from Hongkong; thence fresh N.W. to N.N.W. winds.  
The British str. *Yangtze* reports: Fair passage across Pacific. Good weather to leaving Shanghai, thick fog from ti-shan to Tang Yang; heavy rain, thunder and lightning between Lantau and Breaker Point, strong current down Formosa Channel.

## VESSELS IN DOCK.

ABREDEEN DOCKS.—*Fuh Po*.  
KOWLOON DOCKS.—*Aquicourt*, Hue, Empress of India, Chilli, Hainan, Katharine Park, Yuenang, Hellas, H.M.S. *Monarch*, Hongkong, *Dixie*, *Rückmers*, *Hohstet*, *Kaifong*.  
COSMOPOLITAN DOCK.—*Houan*.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.  
THE Steamship

"COROMANDEL."  
Captain G. M. Montford, R.N.R., carrying His Majesty's Posts, will be despatched from this for Bombay on SATURDAY, the 28th January, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "India," 7911 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Caledonia," due in London on the 11th March, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 17th January, 1905.

## FOR SHANGHAI.

(Taking cargo at through rates to TSINGTAU and CHENULPO.)  
THE Steamship

"LOONGMOON."  
Captain E. Kalkofen, will be despatched for the above port TO-DAY, the 28th inst., at 4 p.m.  
This Steamer has superior accommodation for First and Second class passengers.

For Freight or Passage, apply to  
SIEMSEN & CO., Agents.  
Hongkong, 26th January, 1905.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.  
(Taking cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).  
THE Company's Steamship

"CHINA."  
Captain Tomanovich, will be despatched as above TO-DAY, the 28th inst., P.M.  
For information as to Passage and Freight, apply to  
SANDER, WIELER & CO., Agents.  
Princes Buildings.

Hongkong, 5th January, 1905.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.  
THE Company's Steamship

"HAIMUN."  
Captain Robson, will be despatched for the above ports TO-MORROW, the 29th inst., at 9 A.M.

For Freight or Passage, apply to  
DOUGLAS LAPEAK & CO., General Managers.  
Hongkong, 26th January, 1905.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	COROMANDEL	Brit. str.	1 m.	G. M. Montford, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
AMSTERDAM, LONDON & ANTWERP	EBIAM	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 2nd Feb.
AMSTERDAM, LONDON & ANTWERP	GLADOUR	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 14th Feb.
AMSTERDAM, LONDON & ANTWERP	IDOMENUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 28th Feb.
AMSTERDAM, LONDON & ANTWERP	STENTOR	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 14th Mar.
AMSTERDAM, LONDON & ANTWERP	ACHILLE	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 28th Mar.
MARSEILLE, LONDON & ANTWERP, &c.	JAVA	Brit. str.	—		P. & O. S. N. Co.	About 15th Feb.
MARSEILLE, LONDON & ANTWERP, &c.	ERNEST SIMON	Frenstr.	—		MESSAGERIES MARITIMES.	On 7th Feb., at 1 P.M.
MARENGA, LONDON & ANTWERP	PRINSESSE MARIE	Dan. str.	—	S. Barcham	MELCHERS & CO.	On 1st Feb., at Noon.
BREMEN, VIA PORTS OF CALL	SITHONIA	Ger. str.	k.w.	Bourdon	MELCHERS & CO.	Quick despatch.
HAVRE, COPIENHAGEN & BALTIMORE PORTS	FAIRY	Ger. str.	k.w.	H. Forres	HAMBURG-AMERIKA LINIE	On 31st inst.
HAVRE & HAMBURG	ARCADIA	Ger. str.	k.w.	Ehlers	HAMBURG-AMERIKA LINIE	On 8th Feb.
HAVRE & HAMBURG	SPEZIA	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	On 15th Feb.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	k.w.	Lüding	HAMBURG-AMERIKA LINIE	On 27th Feb.
HAVRE & HAMBURG	SAMBIA	Ger. str.	k.w.	Behrens	HAMBURG-AMERIKA LINIE	On 7th Mar.
HAVRE & HAMBURG	EHENANIA	Ger. str.	k.w.	Kneisel	HAMBURG-AMERIKA LINIE	On 21st Mar.
HAVRE & HAMBURG	SELEVA	Ger. str.	k.w.	Tomanovich	SANDEE, WIELER & CO.	On 4th April.
TRISTE, &c., VIA SINGAPORE, &c.	CHINA	Aus. str.	—		BUTTERFIELD & SWIRE	On 20th Feb.
GENOA, MARSEILLE & LIVERPOOL	AJAX	Brit. str.	1 m.		STANDARD OIL CO.	On 29th Feb.
GENOA, MARSEILLE & LIVERPOOL	PATROCLUS	Brit. str.	1 m.		SHEWAN, TOME & CO.	About 29th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SENECA	Brit. str.	—		DODWELL & CO. LTD.	About 30th inst.
NEW YORK VIA SUEZ CANAL	RAS ISLA	Brit. str.	—	Habell	HAMBURG-AMERIKA LINIE	About 30th inst.
NEW YORK VIA SUEZ	GLAZIER	Brit. str.	—		CANADIAN PACIFIC R. CO.	Quick despatch.
VANCOUVER, VIA SHANGHAI, &c.	NUBIA	Ger. str.	k.w.		CANADIAN PACIFIC R. CO.	On 8th Feb.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	EMPEROR OF INDIA	Brit. str.	2 m.	G. V. Williams	DODWELL & CO. LIMITED.	On 3rd Feb.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	LYRA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 6th Mar.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	PINGSUFT	Brit. str.	1 m.		PORTLAND & ASIATIC S.S. CO.	On 13th Feb.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	ARABIA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 14th Feb. at Noon.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	TSINAN	Brit. str.	1 m.	E. P. Martin, R.N.R.	GIBB, LIVINGSTON & CO.	About 12th Feb.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	EMPEROR	Brit. str.	—	C. Waitman	MELCHERS & CO.	Quick despatch.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	PRINZ WALDEMAR	Ger. str.	—		JAVA-CHINA-JAPAN LINIE	On 4th P.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	TIJMAH	Dut. str.	—		STEMMERS & CO.	On 15th Mar.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	LOONGMOON	Ger. str.	—	H. W. Kinnick, R.N.R.	JARDINE, MATHESON & CO.	On 28th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	YIKSANG	Brit. str.	—		P. & O. S. N. CO.	On 1st Feb., at 11 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	CHUSAN	Nor. str.	—		BUTTERFIELD & SWIRE	On 2nd Feb.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	OPLAND	Brit. str.	—		OSAKA SHOSEN KAISHA	On 1st Feb., at Daylight.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	HENRY	Brit. str.	—		OSAKA SHOSEN KAISHA	To-morrow, at Daylight.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	FOOCHEW	Brit. str.	—		OSAKA SHOSEN KAISHA	On 5th Feb., at Daylight.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	TRIUMPH	Brit. str.	—		OSAKA SHOSEN KAISHA	To-morrow, at Daylight.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	A. HANSEN	Jan. str.	—		DOUGLAS LAPRAE & CO.	On 9th A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	M. STEUVE	Jan. str.	—		SHEWAN, TOME & CO.	On 31st inst., at 3 P.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	T. BRANDT	Jan. str.	—		JARDINE, MATHESON & CO.	On 2nd Feb., at Noon.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	FEITHJORN	Jan. str.	2 h.	R. Rodger	JAEDELINE, MATHESON & CO.	[13]
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	M. STRAUVE	Jan. str.	—			
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	TAMING	Brit. str.	1 m.			
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	ZAFIRO	Brit. str.	—			
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	SUISANG	Brit. str.	—			
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	ONSANG	Brit. str.	—			

## VESSELS ON THE BERTH

STEAMSHIP SERVICE TO NEW YORK  
VIA PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT THE MALABAR COAST).

THE Steamship

"SENECA," will be despatched as above on or about the 29th inst., instead of as previously notified.  
For Freight & further information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, Hongkong, 13th December, 1904.

REGULAR  
STEAMSHIP SERVICE TO NEW YORK  
VIA PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

1904.

"GHAZEE" ... ... ... ... 30th Jan.  
"SATSUMA" ... ... ... ... 10th Feb.  
"RICHMOND CASTLE" ... ... ... ... 25th Feb.

For Freight and further information, apply to DODWELL & CO. LTD., Agents, Hongkong, 28th December, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.  
FRENCH MAIL STEAMERS.

SIRAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, INDIA, ADEN,  
EGYPT, MARSELLLES,  
LONDON, HAVRE, BORDEAUX,  
MEDITERNEAN AND BLACK SEA  
PORTS,

THE Steamship

"ERNEST SIMONS," Captain Bourdon, will be despatched for MARSELLLES on TUESDAY, the 7th February, 1905, at 1 P.M.  
Passage tickets and through Bills of Lading issued for above ports.  
Cargo also booked for principal places in Europe.  
Next sailings will be as follows:  
S.S. "POLYNESIEN" ... ... ... ... 21st February.  
S.S. "CALEDONIEN" ... ... ... ... 7th March.  
S.S. "OCEANIEN" ... ... ... ... 21st March.  
L. BRIDOU, Acting Agent, Hongkong, 26th January, 1905.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE," Captain Helms, will be despatched for the above ports on TUESDAY, the 14th February, at NOON.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.

OCEAN STEAM SHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.  
JOINT SERVICES.

MONTHLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

OUTWARDS.

STEAMERS	DUE
"PAKLING"	On 31st January.
"STENTOR"	On 6th February.
"PATROCLUS"	On 14th February.
"ACHILLES"	On 21st February.
"ANTENOR"	On 25th February.
"COPACK"	On 27th February.
"PINGSUEY"	On 3rd March.
"ULYSSE"	On 7th March.

HOMEBWARDS.

STEAMERS	TO SAIL
"PRIAM"	On 2nd February.
"GLAUCUS"	On 14th February.
"AJAX"	On 20th February.
"IDOMENIUS"	On 28th February.
"STENTOR"	On 14th March.
"PATROCLUS"	On 20th March.
"ACHILLES"	On 28th March.

\* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"TNGSUEY"..... On 6th March.
For Freight, apply—	BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 25th January, 1905. [9-10]

CHINA NAVIGATION CO.  
LIMITED.

STEAMERS	TO SAIL
MANILA.....	"TAMING"..... On 31st January.
NINGPO and SHANGHAI.....	"HUNAN"..... On 2nd February.
PONT DARWIN, THURSDAY, ISLAND, COORTOWN, CAIRNS, * * * TOWNSVILLE, BRISBANE, * * * "TINAN".....	On 13th February.
SYDNEY and MELBOURNE.....	

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

+ Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

+ Taking cargo and Passengers at through gates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 28th January, 1905. [11]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI & INLAND  
SEA OF JAPAN, MON, KOBE AND YOKOHAMA FOR  
OPERATING IN THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONE, CAPTAIN TO SAIL AT DAYLIGHT ON  
"ARABIA"..... 4,453 Bahle..... February 13th, 1905.  
"ARAGONIA"..... 5,198 Schulz..... March 5th, 1905.  
"NICOMEDIA"..... 4,370 Wagner..... March 31st, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 24th January, 1905. [13]

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, E.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF INDIA"..... 6,000 Tms. WEDNESDAY, 8th Feb.  
R.M.S. "EMPEROR OF JAPAN"..... 6,000 Tms. WEDNESDAY, 8th Mar.  
R.M.S. "ATHENIAN"..... 3,882 Tms. WEDNESDAY, 15th Mar.  
R.M.S. "EMPEROR OF CHINA"..... 6,000 Tms. WEDNESDAY, 29th Mar.  
R.M.S. "EMPEROR OF INDIA"..... 6,000 Tms. WEDNESDAY, 19th April.  
Hongkong to London, 1st Class, via St. Lawrence 250, via New York 262.  
Intermediate on Steamers, 240. 242.  
and 1st Class Rail, 240. 242.

THE magnificent TWIN SCREW "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VAN COUVER (E.C) in 12 DAYS and in connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal ports and AROUND THE WORLD.

SPECIAL RATES (First class only), granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

D.W. CRADDOCK, Acting General Agent.  
9, Queen Street.

[6]

IN DO-CHINA STEAM NAVIGATION CO.  
LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION).

FOR STEAMERS TO SAIL.

+ SHANGHAI AND SWATOW ..... "TTSANG"..... Sun, 29th Jan, D'light.

+ SINGAPORE, PENANG & CALCUTTA "SUSANG"..... Tues, 31st Jan, 3 P.M.

SINGAPORE AND SOURA BAYA ..... "ONSANG"..... Thurs, 2nd Feb, Noon.

\* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

+ Taking cargo on through Bills of Lading to Chefoo, Tientsin, and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
GENERAL MANAGERS.

Hongkong, 28th January, 1905. [18]

HONG KONG - MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	POB.	SAILING DATE.
RUBI.....	2540	R. W. Almond	Manila.	Sat, 28th Jan, 10 A.M.
ZAFIRO.....	2540	R. Rodger	Manila.	Sat, 4th Feb, 10 A.M.

For Freight or Passage apply to

Hongkong, 20th January, 1905. 116

THE EAST ASIATIC COMPANY,  
LIMITED.

FOR HAVRE, COPENHAGEN AND  
BALTIMORE PORTS.

THE Danish Steamer

"PRINSESSE MARIE."

Captain Berentzen, will be ready to load on or

about the 26th inst.

For Freight or Passage, apply to

MELCHERS & CO.,  
Agents.

Hongkong, 23rd January, 1905. [298]

AMERICAN ASIATIC STEAMSHIP  
COMPANY.

FOR NEW YORK VIA SUEZ CANAL  
WITH LIBERTY TO CALL AT THE MALACCA  
COAST.

PROPOSED SAILINGS.

About

S.S. "RAS ISSA"..... 30th Jan, 1905.

For freight and further information apply to

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 8th November, 1904. [298]

FOR SHANGHAI & CHIN-WAN-TAO.  
(Taking cargo through to TIENSIN).

The Steamship

"OPLAND,"

will be despatched for the above ports on

WEDNESDAY, the 1st February, at 11 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 27th January, 1905. [298]

FOR BRISBANE AND SYDNEY, VIA  
NEW GUINEA.

The Steamship

"PRINZ WALDEMAR,"

Captain C. Waltemas, will be ready to load for

the above ports on THURSDAY, the 2nd

February, 1905.

NOEDDEBUTHER LLOYD,  
MELCHERS & CO.,  
Agents.

Hongkong, 11th January, 1905. [298]

NOTICE TO SHIPPERS.

The NIPPON YUSEN KAISHA are

prepared, during suspension of their

Trans-Pacific Service and until further notice

to book cargo and issue Bills of Lading to

SEATTLE, WASH., VICTORIA, B.C., and

PACIFIC COAST PORTS, also to OVER-

LAND POINTS in the UNITED STATES

and CANADA in connection with the GREAT

NORTHERN RAILWAY from SEATTLE

as hitherto, by the steamers of the NORTHERN

PACIFIC S.S. CO., BOSTON STEAMSHIP

and TOWBOAT, L.O.S. OCEAN S.S. CO.,

and CHINA MUTUAL S.S. CO.

For Further Particulars, apply at the

Company's Local Branch Office in Prince's

Building, First Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 20th May, 1904. [60]

DARLINGTON'S HANDBOOKS

"Sir Henry Ponsonby is com-  
manded by the Queen to thank Mr. Darlington for a copy of his Hand-  
book."

"Nothing better could be wished for."—  
British Weekly.

"Far superior to ordinary guides."—  
Daily Chronicle.

Visitors to London should use

DARLINGTON'S HANDBOOKS.

24 Maps and Plans  
60 Illustrations.

## POST OFFICE NOTICES

Boxholders' correspondence will be placed in the Private Boxes as usual on and after 21st January.  
The *Chusan*, with the English Mail of the 30th December, left Singapore on Monday, the 23rd inst., at 6 a.m., and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on the 3rd December. This steamer brings the parcel mails closed in London for despatch by the all sea route on the 22nd December, 1904, and for despatch overland on the 28th December, 1904.  
Mails per s.s. *Mengolia*, which left Yokohama on the 21st inst., have been transferred to the s.s. *Bayern*, which is due here 30th inst.

## MAILS WILL CLOSE

FOR	PER	DATE
Macau	Wingchau	Saturday, 28th, 7.30 A.M.
Canton	Kinmen	Saturday, 28th, 7.30 A.M.
Manila	Rubi	Saturday, 28th, 9.00 A.M.
EUROPE, &c., India via Tunicorin (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)	Coromandel	Saturday, 28th, Printed Matter and Samples, 10.00 A.M. Registration, with late fee of 10 cents, up to 10.45 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Hengshan	Saturday, 28th, 11.15 P.M.
Macao	Louguan	Saturday, 28th, 3.00 P.M.
Shanghai and Fukien	J. Diederichsen	Saturday, 28th, 5.00 P.M.
Hoitow and Tamsui	Fritsch	Saturday, 28th, 5.00 P.M.
Swatow, Amoy and Foochow	Hainan	Saturday, 28th, 5.00 P.M.
Swatow and Shanghai	Yik-ang	Saturday, 28th, 5.00 P.M.
Namiao	Tai-chew	Saturday, 28th, 5.00 P.M.
Sambue	Hofu	Sunday, 29th, 9.00 A.M.
Macao	Wingchau	Sunday, 29th, 9.00 A.M.
Namiao	Tai-chew	Sunday, 29th, 9.00 A.M.
Canton	Hofu	Sunday, 29th, 2.00 P.M.
Singapore, Penang and Calcutta	Pozen	Tuesday, 31st, 3.00 P.M.
Manila	Sweeng	Tuesday, 31st, 3.00 P.M.
Chinawana, Shanghai and Tientsin	Opland	Wednesday, 1 Feb., 10.00 A.M.
EUROPE, &c., India via Tunicorin (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)	Bayer	Wednesday, 1st Feb., Printed Matter and Samples, 10.00 A.M. Registration, with late fee of 10 cents, up to 10.45 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Oceang	Thursday, 2nd Feb., 11.00 A.M.
Singapore and Sourabaya	Huatu	Thursday, 2nd Feb., 3.00 P.M.
Macau, Kobe, Yokohama, Victoria B.C. and Tacoma (Washington)	Lya	Friday, 3rd Feb., 10.00 A.M.
Shanghai, Macau, Kobe and Yokohama	Tymahki	Friday, 3rd Feb., 10.00 A.M.
Friedrich Wilhelmshafen, Herbertshohe, Matapi, Brisbane and Sydney	Prinz Waldemar	Friday, 3rd Feb., 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	Zafiro	Friday, 3rd Feb., 11.00 A.M.
Manila	Ernest Simons	Friday, 3rd Feb., 11.00 A.M.
EUROPE, &c., India via Tunicorin, (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)	Empress of India	Friday, 3rd Feb., 11.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Timan	Monday, 13 Feb., 3.00 P.M.

TO-DAY.

Sale, Household Furniture, Sales Rooms, Mr. G. P. Lamont, 11 a.m.

Sale, Japanese Curios, Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.

Regular Meeting of the Eethen Mark Lodge, Freemasons' Hall, 8.30 for 9 p.m.

Amateur Dramatic Club, Theatre Royal, City Hall, 8 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

27th January

ON LONDON.— Telegraphic Transfer 20 1/2

Bank Bills, on demand 20 1/2

Bank Bills, at 40 days sight 20 1/2

Bank Bills, at 4 months sight 20 1/2

Credits, at 4 months sight 20 1/2

Documentary Bills, 4 months sight 20 1/2

ON PARIS.— Bank bills, on demand 152 1/2

Credits, at 4 months sight 156

ON GENEVA.— Old and 20 1/2

ON NEW YORK.— Bank Bills, on demand 49

Credits, 60 days' sight 48 1/2

ON HAMBURG.— Telegraphic Transfer 149 1/2

Bank, on demand 149 1/2

ON CALCUTTA.— Telegraphic Transfer 149 1/2

Bank, on demand 149 1/2

ON SHANGHAI.— Bank at 30 days sight 71 1/2

Privates, 30 days sight 72

ON YOKOHAMA.— On demand 98 1/2

ON MANILA.— On demand 97 1/2

ON SINGAPORE.— On demand Par

ON BATAVIA.— On demand 120 1/2

ON HAIPHONG.— On demand 1 p.m. pm

ON SAIGON.— On demand Par

ON BANGKOK.— On demand 80 1/2

BONBONIES, Bank's Buying Rate \$9.85

GOLD LEAF, 100 fine, per tael \$82.70

BAR SILVER, bar oz. 284

## OPUM.

14th January.

Quotations are— Allow 'em not to 1 cent.

Malwa New \$1070 to \$1090 per picul

Malwa Old \$1140 to \$1160

Malwa Older \$1200 to \$1220

Malwa V. Old \$1250 to \$1270

Persian fine quality \$80

Persian extra fine \$900

Patna New \$1274 to — per chest

Patna Old — to —

Benzares New \$1077 to —

Benzares Old — to —

## VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. steamer *Chusan* left Singapore for this port on the 23rd Jan. at 6 a.m., and is due here to-day at 8 a.m.

THE AMERICAN MAIL.

The P.M. steamer *Mongolian* left Yokohama for this port via Kobe, &c., on the morning of the 21st Jan. Her mails have been forwarded per str. *Bayern*, due here on the 30th Jan.

THE GERMAN MAIL.

The I.G.M. steamer *Bayern* left Kobe via Nagasaki and Shanghai on the 23rd Jan., a.m., and may be expected here on Tuesday, the 31st Jan.The I.G.M. steamer *Sachsen* left Colombo on Sunday, a.m., and may be expected here on Thursday, the 2nd Feb.

14th January.

Arrived.

Per *Taming*, from Manila, Mr. and Mrs. J. H. Brown, Mrs. Bezore, Mrs. M. H. Burds, Miss J. Robertson, Lieut. Asche, Messrs. J. M. Futter, S. A. Roberts, Ed. Ross, Julian Ross, H. Levy, M. Yomonoto, S. Higuchi and B. H. Moore.Per *Kaisong*, from Illoilo, Mr. Meadowcroft.

## DEPARTED.

Per *Loongpan*, for Manila, Messrs. Samuel Rebarber and P. Van Greeningen, Mrs. Odejoe, Rev. Geo. J. Silane, Messrs. Chas. McLane, R. E. O. Bird, A. H. Crook, Luis G. Azoala, Mariano Pizarro and C. Yonetosu.

## TO DEPART.

Per *Coromandel*, from Hongkong, for Singapore, Messrs. W. Mackay and G. Diederichson;

for Penang, Dr. and Mrs. H. Ten Kute; for Colombo, Mr. Vahan Dilisizian; for Marseilles, Messrs. H. de Stempel, K. Bramson, B. Barnett, Mr. and Mrs. D. C. McCan, Rev. and Mrs. Bridie and family, Messrs. E. J. Macgowan and John Sinclair, Misses Edith Macgowan and Maude Macgowan; from Shanghai; for Singapore, Mr. C. J. Warin; for Colombo, Mr. and Mrs. Speckman; for Port Said, Capt. and Mrs. Lillie; for Marseilles, Messrs. Bonnet-Boulard and C. B. Kaye; for London, Messrs. W. Grebst, T. N. Chapman and A. Watson, Lieut. E. G. Ribbins, Mr. and Mrs. Lawson and infant.

14th January.

## SOLE AGENTS

for this NOTED brand of the OLD COACHING DAYS.

Price per 1 doz. Bottles \$14.00

" 1 Flasks 8.00

" 1 1/2 Flasks 5.00

Hongkong, 18th January, 1905. [143]

## THE PROVINCE OF SHANTUNG ITS TRADE, POPULATION AND FUTURE PROSPECTS.

BY M. O'S.

Reprinted from the "HONGKONG DAILY PRESS."

Price, 50 cents Cash, Messrs. Kelly &amp; Walsh

or Daily Press Office

Hongkong, 1st January, 1905.

[143]

## JOINT STOCK SHARES

Hongkong, 27th January.

## COMPANY.

## PAID UP.

## QUOTATIONS.

Banks

Hongkong &amp; Shai.

\$125 { \$720, buyers

L'don, 175, 10s.

Nat'l Bank of China

A. Share .....

B. Share .....

Four Shares .....

\$10

Insurance

Union .....

\$100, sales &amp; sol.

China Traders .....

\$25 \$53, sellers

North China .....

25 Tls. 95, sellers

Yangtze .....

60 \$155,

Canton .....

\$50 \$250, sales &amp; buy.

Hongkong Fire

\$10 \$140, sellers

China Fire .....

\$10 \$14, sellers

Steamship Cos.

\$10 \$27, sellers

H. Canton and M.

\$15 \$13, buyers

Indo-China S.N.

\$50 \$32, sellers

China and Manil.

\$50 \$34, buyers

Dongas Steamship

\$10 \$38, sellers

Star Ferry .....

\$5 \$29, sellers

Ship Transport &amp;

\$10 22s.

Trading Co. ....

OFFICES in York Buildings, facing New Post Office and Hongkong Hotel.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; FINANCE CO. LTD.

Hongkong, 21st June, 1904. [97]

## TO LET

N. O. 1, STEWART TERRACE, the Peak.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; FINANCE CO. LTD.

Hongkong, 28th March, 1904. [82]

## TO LET.

OFFICES in York Buildings, facing New Post Office and Hongkong Hotel.

Apply to—

THE ROBINSON PIANO CO. LTD.

13, Queen's

## THE LAUNCH OF THE "BRITANNIA."

The Britannia is one of the later ships of the King Edward VII. class ordered in November, 1903. Her first keel-plate was laid down on February 4, immediately after the launch of the *New Zealand*, and the ship has therefore been ten months in course of construction, and the launching weight is about 5,000 tons. The class was designed by Sir William White, though several modifications have been introduced by Mr. Philip Watts. The principal dimensions are—Length between perpendiculars, 255 ft.; length over all, about 345 ft.; breadth, extreme, 28 ft.; displacement, 16,350 tons; mean draught, 26 ft.

The armament consists of the following guns:—Four 12-in. b.t. guns in barbettes forward and aft; four 9.2-in. b.t. guns in barbettes on upper deck; ten 6-in. 50 calibre guns of latest design in an armoured battery on the main deck; 12 12-pdr. Btwt. q.f. guns on upper and shelter decks; two 12-pdr. Btwt. q.f. guns on shelter deck for boat and field service; 14 3-pdr. q.f. guns, three of which are also for boat service; two 303-in. Maxim's, which are also intended for boat or field service. In addition there are four submerged torpedo-tubs, for which 18 18-in. torpedoes will be carried, besides six 14-in. torpedoes for the boats.

An armoured belt, varying in thickness from 2 in. in. and about 14 ft. in width, extending to about 5 ft. below water-line, will be worked for protection. The battery for the gun guns will be protected by 6-in. armour, the guns being isolated by protective screens 2 in. in thickness. The 12-in. and 9.2-in. barbettes will be protected by armour varying in thickness from 12 in. to 4 in. A protective deck of the usual turtle-back shape is formed at the lower deck forward and aft and the middle deck amidships, and, in addition, the upper deck amidships and the main deck forward are protective. An armoured conning-tower forward and a director tower aft are also arranged for, and armoured hatches provided where necessary for the supply of ammunition to the guns. The stem, sternpost, shaft brackets, and rudder are large steel casting, the first-named, which forms the ram, weighing about 23 tons.

The ship will be propelled by twin screws, each actuated by an independent set of vertical triple-expansion engines, each with one high-pressure, one intermediate, and two low-pressure cylinders, of the collective power of 3,000 horses, giving an aggregate indicated power for both engines of 18,000 h.p., the boilers being loaded at 210 lb. per square inch, the steam being reduced to a pressure of 205 lb. per square inch in the engines. With this power a speed of above 18 knots is anticipated. The boilers are of two types, these being three cylindrical and 18 rectangular of the Babcock and Wilcox type. The former are arranged in one boiler-room and the latter in three boiler-rooms. The engines and boilers are being built by Messrs. Humphreys, Tenant, and Co. (Limited). The amount of coal carried at the normal draught is 950 tons but stowage will be provided for about double that quantity.

There will be two masts, fitted with platforms to take instruments for range-finding and control of fire of the 6-in. and larger guns, and also for the searchlights. The mainmast will be fitted with a steel derrick capable of lifting the heaviest boats (about 18 tons), and will also carry the Temperley transporter for coaling purposes. Stump masts with wooden derricks will also be fitted for lifting out the lighter boats, and these derricks will be available for coaling purposes, as well as others fitted specially for this service. The boats include two 55ft. steam pinnaces, a 40ft. steam barge, and sailing boats ranging from a 42ft. launch to a 16ft. skiff dinghy. The two steam pinnaces are each capable of steaming about 15.5 knots and are fitted with torpedo dropping gear. The hoists on the main derrick, the 12-in. and 9.2-in. guns, and their ammunition hoists, will be worked by hydraulic power. The ventilation of every part of the ship will be most efficiently carried out by means of numerous motor-fans, and for living spaces a system of ventilation has been adopted by which heated fresh air will be supplied. It is intended to utilize the washplaces as cockpits when in action, in order to facilitate the transport of the wounded a lift from the upper to the middle decks will be fitted in one of the larger hatchways. An installation of wireless telegraphy will be provided, the gaff for the aerial wire being carried at the mainmast head, where a semiprism for long-distance signalling will also be fitted.

The electrical arrangements will be most complete, the generating plant consisting of four dynamos capable of supplying 600 amperes at 105 volts when running at 400 revolutions per minute. In addition to lighting every part of the ship, electrical power is to be utilized for driving the numerous fans for the ventilation of the ship, as well as for motors for ammunition hoist winches, coal hoist winches, and the after capstan. An efficient system of lighting throughout by means of Colombi lamps is also arranged for, for use when the electric light is not available. A complete installation of electric bells, voice pipes, and headphones will be fitted for communication between engine room, engine rooms, and gun positions. The complement, when the vessel is ready for sea, will be composed of 778 officers and men, not a ship's boy, and of about 810 if carrying an admiral and his staff. Accommodation will also be provided for about 100 supernumeraries in addition to the complement. The whole of the bulkhead and citadel armour has been delivered at the yard, and the work of placing it on board will be taken in hand very shortly, and if no delay occurs with the supply of the remaining armour, guns and mountings, machinery, &c., the vessel will be completed early in 1906, some months before the date originally intended.

## THE BEACHCOMBER.

## PAST AND PRESENT.

The awful tragedy which was ended at Hongkong yesterday said the *Straits Times* on the 28th instant, by the hanging of three beachcombers for the murmur of a boatwoman, brings into view more strikingly than ever the need for something being done to deal with this undesirable class of people which frequents and exists upon Far Eastern ports. To Western minds the name "beachcomber" is no term of reproach. It is enveloped in a halo of romance created by writers like Robert Louis Stevenson and Louis Becke—to mention no others among the numerous novelists who have found settings for their stories in the spicy islands of the South Seas. But the beachcomber as he is used by the romancist and as he actually flourishes in the Eastern Seas, are two different characters. The beachcomber of early days had in his very designation a spice of the romantic, for was he not akin to the bold buccaneers and the traders in black ivory? If he did not lend a hand in the violent deeds of these lawless marauders, he at least lay low on his island to participate in any spoil which they had need to share with him for his services, or to pick up anything the waves threw upon the beach from some ill-fated merchantman.

Of beachcombers of that kind there are none to-day. The type is extinct. They are impossible in fact.

As for the beachcomber (so-called) of the present time, to him pertains none of the romantic attributes of his prototype. He is, taken on the average, one of the mere dirty, sordid, and generally objectionable specimens of humanity to be found on this green footstool, Earth. All over the East he comes and goes, and is damned by all, because he goes beyond the pale of pity. From Bombay to Hongkong, the latter port being the *ultima Thule* of his drifts, he drifts from one port to another, staying at each until he has exhausted all its possibilities before moving on to the next, or until he is forcibly deported to some other place—for, curiously enough, the authority of Far Eastern ports often seek to find a way out of their difficulty by depriving the "undesirable" to some neighbouring shipping town, and, as the one upon whose he is foisted does not fail to return the compliment, the spectacle is witnessed of members of this class being bundled from one to another like shuttlecocks until they actually arrive back at the point from which they originally started. In the Straits we are comparatively free from the pest as compared to other ports, because the habit of local magistrates is to give them rigorous imprisonment, and work of any kind is the bane and bête noir of the beachcomber.

And whence comes the beachcomber? His ranks are recruited from all nationalities. It is a pity to think that they are nearly all seafaring men from British, American or German sailing ships, and the worst of these are British or Americans. Such vessels nowadays have often to lie up for many months at a time waiting on a charter for a cargo, and, immediately, their services can be dispensed with, the seamen are paid off and generally make for the Sailors' Home to enter their names on the books and wait for another ship. In certain ports the masters of the vessels from which they have been paid off have to guarantee their boat and lodgings for a greater or lesser period before they can be admitted. Their old ship may not article them again, or their funds may be exhausted before they can get ship at all. Many a poor fellow who is only too willing to obtain a berth finds it impossible to do so. In many cases, it is to be feared, these men, driven upon a strange shore, lose heart and self-respect, drift from bad to worse, consort with the hardened types and gradually assume their characteristics.

At the present time there are other prolific sources from which beachcombers come—soldiers from the Philippines, ne'er-do-wells from the new China railroads, and broken men from every quarter. These haunt the grunges with eyes alert for Tommy Atkins, or Jack Ashore with pockets flushed. They tell not, neither do they spin. They lower the status of Europeans in Oriental eyes. They stop people on the streets to beg for money which, if forthcoming, they spend in drink and, in some places, they terrorise women into giving them money for the same purpose. The terrible event at Hongkong shows to what an extent some of them are capable of going.

There will be two masts, fitted with platforms to take instruments for range-finding and control of fire of the 6-in. and larger guns, and also for the searchlights. The mainmast will be fitted with a steel derrick capable of lifting the heaviest boats (about 18 tons), and will also carry the Temperley transporter for coaling purposes. Stump masts with wooden derricks will also be fitted for lifting out the lighter boats, and these derricks will be available for coaling purposes, as well as others fitted specially for this service. The boats include two 55ft. steam pinnaces, a 40ft. steam barge, and sailing boats ranging from a 42ft. launch to a 16ft. skiff dinghy. The two steam pinnaces are each capable of steaming about 15.5 knots and are fitted with torpedo dropping gear. The hoists on the main derrick, the 12-in. and 9.2-in. guns, and their ammunition hoists, will be worked by hydraulic power. The ventilation of every part of the ship will be most efficiently carried out by means of numerous motor-fans, and for living spaces a system of ventilation has been adopted by which heated fresh air will be supplied. It is intended to utilize the washplaces as cockpits when in action, in order to facilitate the transport of the wounded a lift from the upper to the middle decks will be fitted in one of the larger hatchways. An installation of wireless telegraphy will be provided, the gaff for the aerial wire being carried at the mainmast head, where a semiprism for long-distance signalling will also be fitted.

The electrical arrangements will be most complete, the generating plant consisting of four dynamos capable of supplying 600 amperes at 105 volts when running at 400 revolutions per minute. In addition to lighting every part of the ship, electrical power is to be utilized for driving the numerous fans for the ventilation of the ship, as well as for motors for ammunition hoist winches, coal hoist winches, and the after capstan. An efficient system of lighting throughout by means of Colombi lamps is also arranged for, for use when the electric light is not available. A complete installation of electric bells, voice pipes, and headphones will be fitted for communication between engine room, engine rooms, and gun positions. The complement, when the vessel is ready for sea, will be composed of 778 officers and men, not a ship's boy, and of about 810 if carrying an admiral and his staff. Accommodation will also be provided for about 100 supernumeraries in addition to the complement. The whole of the bulkhead and citadel armour has been delivered at the yard, and the work of placing it on board will be taken in hand very shortly, and if no delay occurs with the supply of the remaining armour, guns and mountings, machinery, &c., the vessel will be completed early in 1906, some months before the date originally intended.

## GERMANY IN THE PACIFIC.

There is impending trouble between the Australian Commonwealth and Germany, by reason of the high-handed manner in which several of the German authorities in that part of Polynesia under Teutonic control are virtually prohibiting British trading vessels from entering some of the island ports. It must be borne in mind that most of the islands of the Pacific have become divided into three groups respectively under the British, French, and German flags. Twenty, or twenty-five, years ago, the whole of the Polynesia was regarded as being in Australian waters, the bulk of the island trade being conducted in Australian vessels. From time to time the future importance of the Pacific Islands became fully recognised by succeeding Governor and Governments of New South Wales and Queensland, and the Imperial authorities were repeatedly asked to establish a British Protectorate over the greater part, if not the whole, of Polynesia. It was with the greatest difficulty that the Imperial Government could be induced to have the British flag hoisted in Fiji, and it was not until the Dutch and Germans had secured over two-thirds of New Guinea, the largest island in the world, that Great Britain consented to annex the remaining third. Since then the Germans have been silently but persistently increasing the strength of their position in the Pacific. They are now in possession of New Britain, New Ireland portion of the Solomon Islands, the Marshall, Admiralty, Caroline, and other important groups within easy reach of the Australian Coast, and capable of sustaining a white population of many thousands. The whole of the German possessions in the Pacific are now being consolidated under one controlling authority.

Australian vessels, until within the last few months, enjoyed the right of trading with the whole of these islands, an annual license fee of £100 being imposed after the German came into occupation; German and other vessels paying a similar sum for permission to trade in these lawless unscrupulous, he at least lay low on his island to participate in any spoil which they had need to share with him for his services, or to pick up anything the waves threw upon the beach from some ill-fated merchantman.

British Polynesia, where, during the last few years, they have been endeavouring to secure a monopoly of the island trade. Perceiving the rapid progress of German commercial influence in British Polynesia, a leading Sydney shipping firm organised a regular steam service between Sydney and the island, and arranged with the Commonwealth Government for the regular conveyance of the mails between Australia and the islands. On the occasion of the first visit of the *Yael*, as a mail steamer to Polynesia, she called at the Solomon Islands, and then proceeded to Ocean Island, landing mails at each place. She then proceeded to Jaluit, the port of entry for the Marshall Islands. On previous visits, as an ordinary trader, a licence fee of £25 per month, and another of £7.10s. for each additional day, was imposed, totalling, roughly, about £2,737 per annum, no secret, we are told, being made of the fact that the vessel, carrying the British flag, was regarded as an intruder, and her presence not desired.

On the occasion of a second visit, the heavy licence fee was again demanded before trading operations were permitted, and when application was made for a limited supply of water for the use of the vessel, it was peremptorily refused, although plenty was available and paid offered. When the *Yael* returned to Sydney, representations were made to the Commonwealth Government for transmission to the Imperial authorities. The two trips involved a loss of over £2,000 to the promoters of the service, and it would have been abandoned had not numbers of the island chiefs begged that another attempt be made, as they preferred trade under the British flag, so that under the German ensign. Accordingly, the *Yael* left Sydney on October 1 on a third trip, but on arriving at Jaluit, the supercargo was informed that the licensee fee had been increased to something like £5,475 per annum, against that of £100 per annum paid by German vessels for permission to trade in British Polynesia. As the supercargo had not the requisite amount, the *Yael* had to return to Sydney in ballast, occasioning another loss of £1,000 to her owners. Before leaving the men on the vessel were informed that, if necessary, the increased licence fee would be

all the chief chemists and medicine-dealers sell Doan's Backache Kidney Pills, price 2/- for 1 box, or 13/- for 6 boxes; or the medicine may be had post-free on receipt of price, direct from the proprietors—the Foster-McClellan Co., 8, Wells-street, Oxford-street, London, England, who will also send a Sample Box Free to anyone who writes for it and mentions this paper.

YOU CANNOT BE WELL  
IF YOUR KIDNEYS ARE ILL.

Nature always gives a warning when anything goes wrong in the body.

If a pain attacks you, "stop and think" what it is and what causes it.

Do you realize what an important work the kidneys do? Do you know that every drop of your blood goes to the kidneys hundreds of times every day to be filtered and purified?

It is unfiltered blood that causes headaches, headaches, rheumatism, nervousness, heart trouble, kidney disease, languor, dizziness, sleeplessness, irritability, puffiness beneath the eyes, swollen ankles and limbs, dependency, too much or too little urine, sediment from the urine, gravel, and bladder troubles. It poison

and interferes with the whole system.

Are your kidneys filtering your blood properly? If not, let Doan's Backache Kidney pills, the great kidney medicine, do for you what they have done for thousands of others, and regulate your kidneys—make you strong and well.

All the chief chemists and medicine-dealers

sell Doan's Backache Kidney Pills, price 2/- for 1 box, or 13/- for 6 boxes; or the medicine

may be had post-free on receipt of price, direct

from the proprietors—the Foster-McClellan

Co., 8, Wells-street, Oxford-street, London,

England, who will also send a Sample Box

Free to anyone who writes for it and mentions

this paper.

73-13

The CHRONICLE covers the notable events of the last half century in the Far East together with the Treaties of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Scales of Commissions Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights, and Measures, and other Commercial Information including:

TREATIES WITH CHINA

Great Britain—Nanking, 1842; Tientsin, 1858; Tariff Agreement and Rules, 1853

Convention, 1860; Rules for Joint Investigation of Customs Suizhou, 1869; Chefoo, 1876, with Additional Article; Opium Convention, 1886; Chungking Convention, 1891; Tibet Sikim Convention, 1893; Burma Convention 1897; Kowloon Extension, 1899; Weihsien 1898; Convention, Commercial, 1902; Emigration Convention, 1904.

France—Tientsin, 1858; Convention, 1860; Tientsin, 1865; Convention, 1868; Tientsin, 1877; Convention, 1885; Frontier Trade Regulations.

United States—Tientsin, 1858; Additional Convention, 1868; Peking, 1880; Immigration, 1891; Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1880; Kinchow Convention, 1888; Railway and Mining Concession, 1898.

Japan—Shimonoseki, 1895; Linchotung Convention, 1895; Commercial, 1896; New Ports, 1896; Supplementary Commercial, 1903.

Russia—St. Petersburg, 1861; Russian Land Trade, 1881; Port Arthur and Talienshan Agreement, 1888.

Portugal, 1888; Commercial Treaty, 1904.

FINAL PROTOCOL made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN

Great Britain, 1894; Duties Convention, 1895

Russia, Agreements as to Corea; United States Extraterritorial, 1898; Great Britain (Alliance) 1902.

TREATIES WITH COREA

Japan, 1876; Japan Supplementary, 1876; United States—1882; Great Britain, 1895; Trade Regulations.

TREATIES WITH SIAM

Great Britain, 1856 and 1859; France, 1893

and 1904; Japan, 1858; Russia, 1859.

Great Britain and France, Siamese Frontier.

Great Britain and Russia, Railway Convention, 1859.

TRADE REGULATIONS

China, Japan, Siam, Corea.

RECENT CHINESE LEGISLATION.

Revised Regulations for the Construction of Railways in China.

Experimental Regulations for the Registration of Trade Marks.

TEMPORARY MINING REGULATIONS IN CHINA.

LEGAL DOCUMENTS

Orders in Council for Government of H.B.M.'s Subjects in China and Corea, 1865, 1877, 1878;

1881, 1884, 1888, 1898, 1899.

H.M.B.'s Supreme and other Courts in China, &c.; Tables of Court and Consular Fees; Charter of the Colony of Hongkong, Malaya States Federation Agreement; Table of Hongkong Court Fees; Admiralty Rules, Foreign Jurisdiction Act; Regulations for the Consular Courts of United States; United States Consular and Courts Fees; Rules of Court of Consul of Shanghai.

REGULATIONS FOR FOREIGN COMPANIES IN CHINA.

Regulations for Foreign Companies in Japan.

Regulations for Foreign Companies in Corea.

Regulations for Foreign Companies in Siam

## BANKS

IMPERIAL BANK OF CHINA  
ESTABLISHED BY IMPERIAL DECREES OF THE  
12TH NOVEMBER, 1896.

SUBSIDIARIES CAPITAL, Shanghai Tls. 5,000,000  
PAID-UP CAPITAL ..... 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.  
Peking  
Canton  
Chefoo  
Hankow  
Tientsin  
Singapore

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and with Banks and Telegraphic Transfer payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discharged.

INTEREST ALLOWED ON DEPOSITS  
At 2% per annum on Current Account and  
Balances.

3% per annum on Fixed Deposits for 3 months  
2% " " " 6 "  
5% " " " 12 "

E. W. BUTTER,  
Manager.

Hongkong, 17th May, 1904. [27]

INTERNATIONAL BANKING  
CORPORATION.

Fiscal Agents for the United States in China  
and the Philippine Islands.

CAPITAL AND SURPLUS  
AUTHORISED ..... Gold \$10,000,000  
CAPITAL PAID UP ..... Gold \$3,47,300  
RESERVE FUND ..... Gold \$3,937,200

HEAD OFFICE: New York.  
LONDON OFFICE: Threadneedle House, E.C.  
Branches and Agents all over the World.

LONDON BANKERS.  
NATIONAL PROVINCIAL BANK OF ENGLAND  
LIMITED,  
UNION OF LONDON AND SMITH'S BANK,  
LIMITED.

BRITISH LINEN COMPANY BANK.

The Corporation transacts every description  
of Banking and Exchange business, receives  
money in Current Account and accepts Fixed  
Deposits at rates which may be ascertained on  
application.

CHARLES R. SCOTT,  
Manager.

20 Des Voeux Road,  
Hongkong, 23rd January, 1905. [29]

HONGKONG & SHANGHAI BANK  
ING CORPORATION.

PAID-IN CAPITAL ..... \$10,000,000  
RESERVE FUND ..... 310,000,000  
STERLING RESERVE ..... 7,000,000  
SILVER RESERVE ..... 417,000,000  
RESERVE LIABILITY OF PROFITS \$10,000,000

COURT OF DIRECTORS.  
A. J. RAYMOND, Esq.—Chairman.  
H. E. TOMKINS, Esq.—Deputy Chairman.  
E. Goetz, Esq. N. A. Siebs, Esq.  
Hon. W. J. Gresson, H. W. Slade, Esq.  
A. Haupt, Esq. Hon. R. Shewan  
H. Schubert, Esq. E. S. Wheeler, Esq.  
E. Shullin, Esq.

CHIEF MANAGER  
Hongkong—J. E. M. SMITH  
MANAGER:  
Shanghai—H. M. BEVIS.

London Bankers—London and County  
Banking Company, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of Two per  
Cent, per Annum on the daily balance.  
ON FIXED DEPOSITS.  
For 3 months, 2% per cent, per Annum.  
For 6 months, 3% per cent, per Annum.  
For 12 months, 4% per cent, per Annum.  
J. E. M. SMITH,  
Chief Manager.

Hongkong, 22nd August, 1904. [23]

THE  
DEUTSCH-ASIATISCHE BANK.  
AUTORISED CAPITAL ..... \$L. Tls. 7,500,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS—BERLIN.

BRANCHES:  
Berlin Calcutta Hankow  
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS.  
MESSRS. N. M. ROTHSCHILD & SONS,  
THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.

INTEREST allowed on Current Account  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

H. FIGGE,  
Manager.

Hongkong, 13th August 1904. [28]

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted  
by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules  
may be obtained on application.

INTEREST on deposits is allowed at 3%  
PER CENT, per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed or FIXED  
DEPOSIT AT 3 PER CENT, per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1904. [24]

THE MERCANTILE BANK OF  
INDIA, LIMITED.

AUTHORISED CAPITAL ..... \$1,500,000  
SUBSCRIBED ..... 1,125,000

PAID-UP ..... 562,500  
RESERVE FUND ..... 80,000

BANKERS:  
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Account at  
the rate of 2% per annum on the Daily Balance.

ON FIXED DEPOSITS—  
For 12 months ..... 6%  
" 3 " ..... 3%  
" 3 " ..... 2%

EVAN O'MHISTON,  
Manager.

Hongkong, 23rd May, 1903. [26]

## BANKS

THE  
YOKOHAMA SPECIE BANK  
LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... 18,000,000  
CAPITAL UNCALLED ..... 6,000,000  
RESERVE FUND ..... 9,500,000

HEAD OFFICE—YOKOHAMA.  
BRANCHES AND AGENCIES.  
Tokio Kobe Nagasaki  
London Lyons New York  
San Francisco Honolulu Bombay  
Shanghai Tientsin Macao Wang  
Daiyaki Peking Liayang

LONDON BANKERS.  
THE LONDON JOINT STOCK BANK, LIMITED.

THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent  
per annum on the daily balance.

On fixed deposits for 12 months 5% per cent.

" " " 3 " 3% " "

" " " TAKEO TAKAMICHI,  
Manager.

Hongkong, 12th September, 1904. [27]

THE CHARTERED BANK OF INDIA  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... \$280,000  
HOLDERS' LIABILITY OF SHARE  
HOLDERS ..... 280,000,000  
RESERVE FUND ..... 280,000,000

INTEREST allowed on Current Account at  
the rate of 2% per annum on the Daily balance.

On Fixed Deposits for 12 months 4 per cent.

" " " 6 " 3% " "

" " " T. P. COUCHANE,  
Manager.

Hongkong, 19th May 1904. [29]

THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL  
CHARTER)

CAPITAL SUBSCRIBED ..... Yen 5,000,000  
CAPITAL PAID-UP ..... 2,500,000

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:  
Amoy Kobe Taisan  
Aiping Nagasaki Tamsui  
Fuchow Osaka Tokio  
Keeling Shanghai Yokohama

HONGKONG OFFICE:  
4, QUEEN'S ROAD.

Interest allowed on Current Account.  
Deposits received on terms which may be learnt on  
application.

S. SHIGENAGA, Manager.

Hongkong, 1st November, 1904. [27]

" HONGKONG DAILY PRESS"  
PUBLICATIONS.

DIRECTORY AND CHRONICLE  
OF THE FAR EAST ..... \$10.00

DIRECTORY OF PROTESTANT  
MISSIONARIES IN CHINA,  
JAPAN AND COREA ..... 0.50

POLITICAL OBSTACLES TO MIS-  
SIONARY SUCCESS IN CHINA ..... 0.25

FROM HONGKONG TO CANTON,

BY THE PEARL RIVER—"A  
Book for the Globetrotter," by Capt.

C. V. LLOYD; with Maps and  
Illustrations. .... 1.90

FROM FORTESCUE TO PEKING,  
VIA LADYSMITH, WITH A  
NAVAL BRIGADE (Cruise of  
H.M.S. Terrible) ..... 1.00

MOUNTINGS OF NAVAL GUNS  
and their Subsequent Use with the  
Ladysmith Bell Column ..... 1.00

WARLIKE EXPLOITS OF THE  
MERCHANT NAVY, by J. E.  
Featherstone ..... 2.00

CALLED OUT: or the Chung Wang's  
Daughter, an Anglo-Chinese Ro-  
mance, by Chas. J. H. Halcombe ..... 2.00

ENGLISH AND CHINESE DIC-  
TIONARY: 4 Vols. .... 20.00

PROVINCE OF SHANTUNG: Its  
Trade, Population and Prospects ... 0.50

MAP OF WEST RIVER ..... 0.25

" THE EAST OF ASIA."  
(Published Quarterly.)

CONTAINING Articles of Special Interest,  
Profusely Illustrated, descriptive of the  
People, Customs, &c., of the Far East.

The kindly Press criticisms, both Continental  
and American, that the production of this  
Magazine has evoked is eloquent testimony of  
its sterling merit of the publication.

Price ..... \$1.50,  
On Sale at "NORTH CHINA HERALD  
OFFICE, Shanghai;  
MESSRS. KELLY & WALSH  
Hongkong;

and all leading Booksellers in the Far East.

Hongkong, 3rd February, 1903.

NOTICE TO CONSIGNEES

" BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "BENVORLICH,"  
FROM ANTWERP, LONDON AND  
STRASBOURG.

CONSIGNNEES of Cargo are hereby informed  
that all Goods are being landed at their risk  
into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Ltd., where  
they will be left at Consignees' risk.

The Cargo will be ready for delivery from Craft or Godown  
on and after the 27th inst.

Optional cargo will be landed, unless notice  
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined at 11 A.M. on the 1st prox.

No Claims will be admitted after the Goods  
have left the steamer's Godown, and all Goods  
remaining undelivered after the 1st prox., will  
be subject to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
4th prox., or they will not be recognised.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods undelivered  
after the 2nd prox., will be subject to rent.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods undelivered  
after the 2nd prox., will be subject to rent.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods undelivered  
after the 2nd prox., will be subject to rent.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods undelivered  
after the 2nd prox., will be subject to rent.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods undelivered  
after the 2nd prox., will be subject to rent.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods undelivered  
after the 2nd prox., will be subject to rent.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods undelivered  
after the 2nd prox., will be subject to rent.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods undelivered  
after the 2nd prox., will be subject to rent.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods undelivered  
after the 2nd prox., will be subject to rent.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods undelivered  
after the 2nd prox., will be subject to rent.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods undelivered  
after the 2nd prox., will be subject to rent.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods undelivered  
after the 2nd prox., will be subject to rent.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods undelivered  
after the 2nd prox., will be subject to rent.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods undelivered  
after the 2nd prox., will be subject to rent.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods undelivered  
after the 2nd prox., will be subject to rent.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods undelivered  
after the 2nd prox., will be subject to rent.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods undelivered  
after the 2nd prox., will be subject to rent.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods undelivered  
after the 2nd prox., will be subject to rent.